

LOBSTER - NORTH CAROLINA STYLE

# skin diver

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JULY 1986

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## Florida Keys

A SDM Special Guide

### Summer Hot Spots:

- Andros • Hawaii • Australia
- Ft. Lauderdale • Cayman Islands

### U/W Photo Facts:

- Nikonos Primer • Ikelite Sub-Strobe 150 TTL

### Marine Info:

- Boston Whaler Dive Boat
- Mercury 9.9 HP Outboard
- Scuba Quiz On Boat Diving

### Dive Locker:

- Pocket Style Weight Belt
- Mini - Clipper Speargun
- Aluminum Tank Report
- Space Mask • Galaxie Regulator • Freedom BC
- I-Beam Headlight





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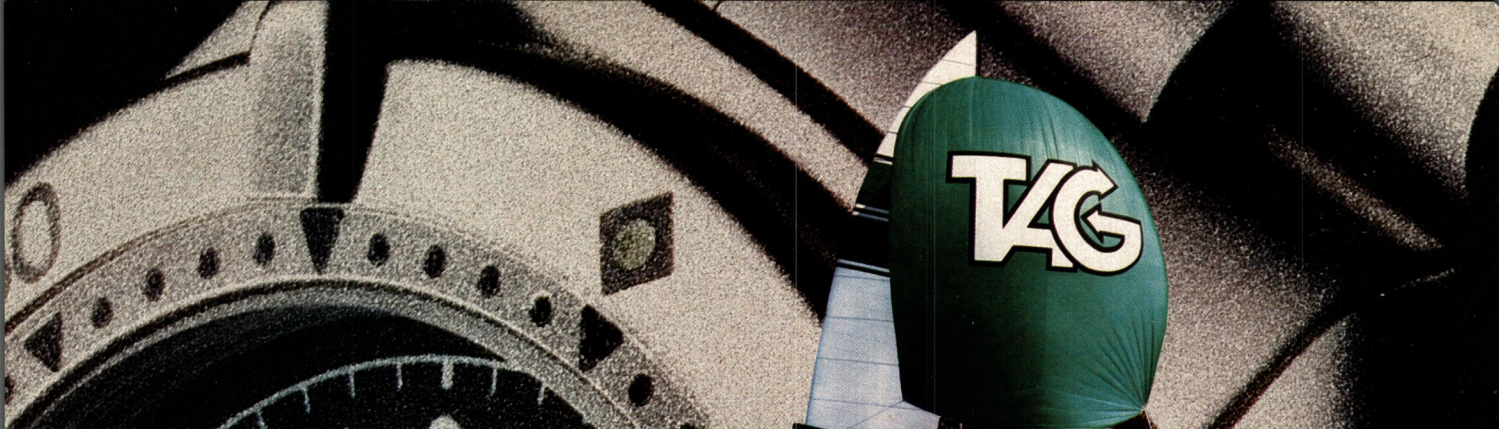
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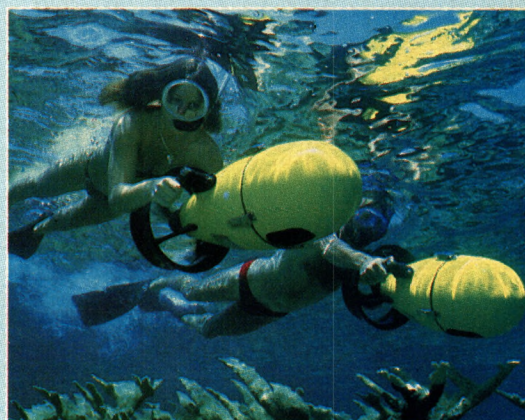
Anne Davis, first mate aboard the Cayman Aggressor II, floats above a brilliant cup sponge at Babylon, on the North Wall of Grand Cayman. For more on the Aggressor II see page 90. Photo/Geri Murphy.



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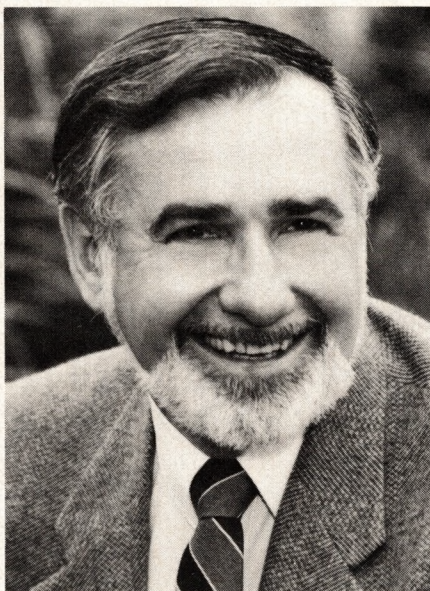
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# SDM Editorial

BY THE PUBLISHER

## THE DANGERS OF TANK PAINTING



Ever since the first scuba tanks were produced more than 30 years ago, divers have been trying to paint them. The abrasive combination of sun, sand, sea and rocking boats can ruin even the most durable finish. Within months, most tanks show evidence of hard wear. Scratches, gouges, pits and blisters produce an unsightly appearance and many tank owners seek a method of refinishing them. In many tropical resort areas, tanks are repainted twice a year to prevent rusting or other damage to the exterior.

I would guess divers have tried just about every possible paint preparation known to man. Their refinishing attempts span the entire spectrum of hard enamels, fancy lacquer coatings, epoxy paints, vinyl dips and more. Until recently, this preoccupation with tank painting had not been much of a problem. Unfortunately, new technologies in one industry can sometimes create serious problems for another. This happened several times in the world of diving.

Two Florida divers felt the need to repaint three aluminum scuba tanks. They took their tanks to a powder paint company that specialized in a new process for achieving a durable paint coating.

First, the tanks were sandblasted to remove all traces of the original factory paint job. Next, they were painted by a special process using a metallic powdered paint. Finally, the three tanks were

placed into an oven and cured at a high temperature. The divers were not familiar with the bake-on procedure and the paint company knew nothing about scuba tanks and the tremendous pressures involved. They had never treated any scuba tanks before.

Sometime after the refinishing was completed, one of the two Florida divers took his newly painted tank to a dive shop for filling. It exploded before reaching the designated working pressure and injured five people who happened to be in the store at the time. The employee filling the tank suffered a broken arm and other injuries, but luckily survived the experience. The blast ripped through the side wall of the dive store and shattered the front window. The store's interior was a shambles.


Four days later, the other Florida diver took his two tanks into another dive shop for tank inspection and filling. The first of these two tanks also exploded while being filled. The dive store owner lost both his legs in the accident. Needless to say this store was also demolished.

These two tragic scuba tank accidents in less than one week caused shock waves throughout the dive industry. Dive equipment manufacturers and distributors suddenly focused their attention on an entirely new hazard that never before existed. This was the first time scuba tanks exploded as a result of a paint job!

What exactly happened in the case of these two explosions? Very simply, the paint curing process used for the refinishing had reduced the tensile strength of the aluminum scuba tanks involved. When this alloy is heated to temperatures in excess of 400°F, the metallurgical structure is altered. While these heat-damaged scuba tanks may have appeared perfect they were no longer the same sturdy pressure vessels they were prior to the painting process.

As a result of investigations and studies of the damaged tanks involved, both the Dacor Corporation and U.S. Divers Company issued warning bulletins to dive stores, resort operators and all scuba instructor associations. These companies warned divers not to use paint or refinishing processes that involve high temperatures for curing or baking. They also recommended that compressor operators be careful of freshly painted tanks and verify that a hydrostatic test was completed after the new paint job. The warnings apply to *all* dive cylinders.

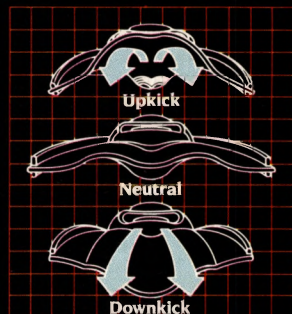
Any aluminum scuba tank that has been subjected to any sort of action by fire should not be used. If there is any question about the degree of heat or damage involved, a hydrostatic test should be conducted prior to filling.

If you have a scuba tank that you suspect has been subjected to any painting process that involved a high temperature, have it hydrostatically tested before filling or further use. If you are planning to have your scuba tank repainted, be sure no heat is applied to it. If you are in doubt about the paint process you intend to use, discuss the matter with your local dive shop owner or contact the cylinder manufacturer. Tampering with a scuba tank finish can be a shattering experience for both the tank and its owner. 



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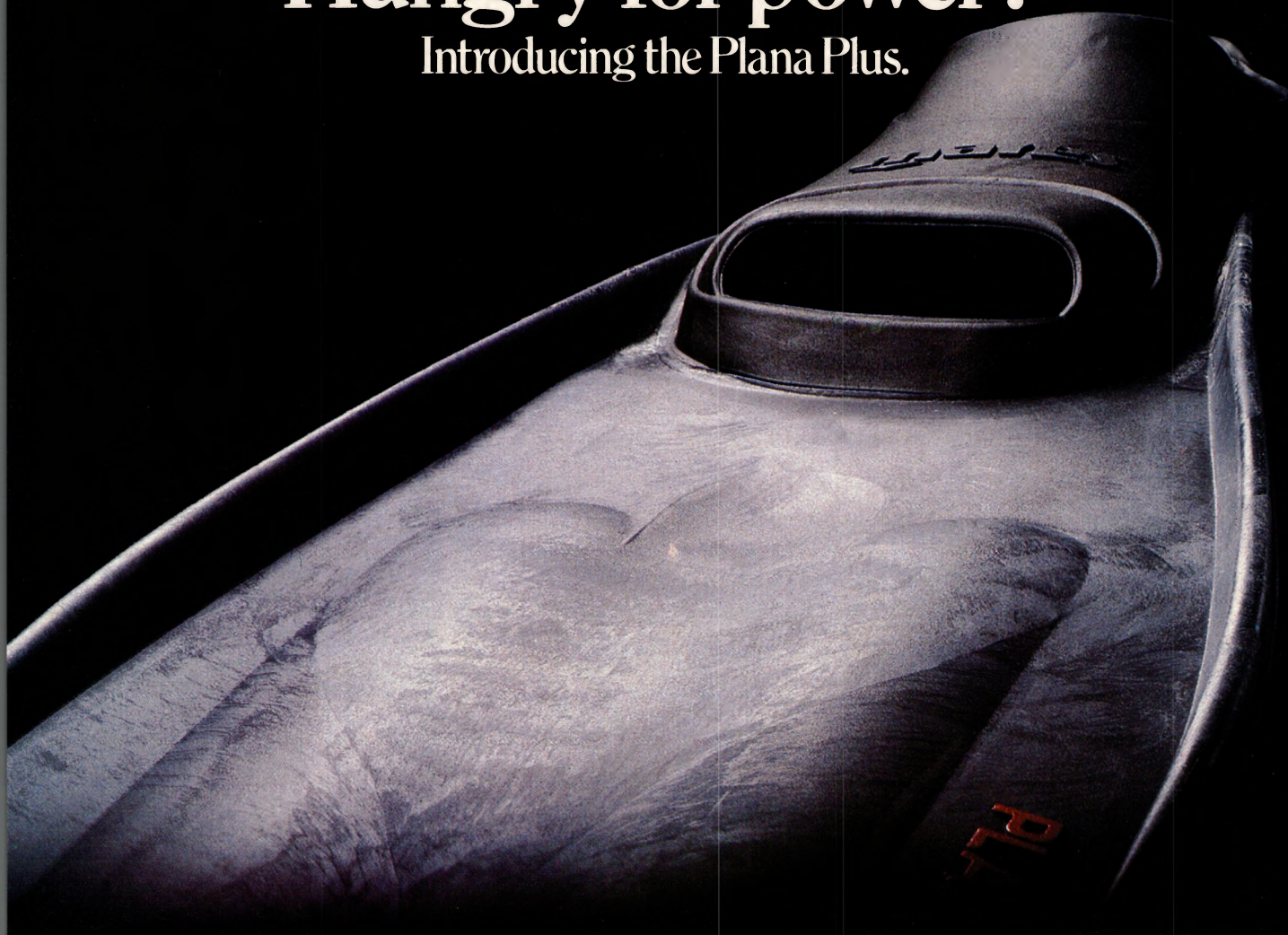


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# Diver's Calendar

## L.A. COUNTY DIVER TRAINING

The Los Angeles County Underwater Instructors Association's advanced diver training course will begin **July 11**. For information contact the L.A. County Parks and Recreation at (213) 327-5311. 🌊

## NIGHTTIME PHOTO CONTEST

Water Education Training is hosting a nighttime underwater photo contest **July 12** in La Jolla, California. The divers' use of colored chemical lights, handlights and the flashing of their strobes underwater will entertain topside onlookers. A bonfire and barbecue will be held after the dive.

For information contact Water Education Training, 7094 Miramar Road, San Diego, California 92121; (619) 693-DIVE. 🌊

## CAVE DIVING TECHNOLOGY '86

The National Association for Cave Diving (NACD) will host its 18th annual cave diving seminar **July 12-13**. The lecture portion of the event will be held at Branford High School in Branford, Florida. Topics discussed will include battery systems, bulbs and lenses, guide reels, manifold and valve systems, environmental suits, diver propulsion vehicles, voice communication devices and decompression computers. There will be equipment displays, guest speakers and door prizes. Hands-on equipment demonstrations will occur the following day in nearby freshwater springs.

For information contact Judd Sheets, 431 Pinellas Way South, St. Petersburg, FL 33707; (813) 345-2720 or George Bortnyk, 13938 85th Terrace N., Seminole, FL 33542; (813) 391-9077. 🌊

## SCUBA NATIONALS

The Underwater Society of America Scuba Nationals will be hosted by the Midwest Diving Council at Table Rock Lake, Missouri **July 17-19**. Competition will include underwater photography, scuba skills and spearfishing.

For more information contact Jana Bradley, 810 West Harris, Frontenac, KS 66762; (316) 232-1969. 🌊

## NEW YORK TREASURE HUNT

An underwater treasure hunt sponsored by 7Z's Hampton Bays Divers, Inc. will be held in Long Island Sound **July 27**. All proceeds will be donated to the Diver's Alert Network. For information contact Craig Zitek, Hampton Bays Divers, Inc., 1140 Flanders Road, Riverhead, NY 11901; (516) 727-2642. 🌊

## ISDA JUBILEE

The International Skin Divers Association will present its 1986 Jubilee **August 1**. The event includes an exhibition at Tampa's Curtis Hixon Convention Center, with more than 250 exhibits of diving gear, boats and travel opportunities. Lectures, seminars and workshops are also scheduled. Local hotels will provide discounts to participants.

For information contact Marilyn Sommers, ISDA, P.O. Box 130007, Tampa, FL 33681; (813) 831-9596. 🌊

## PACIFIC COAST U/W PHOTO CHAMPIONSHIPS

The eighth annual Pacific Coast Underwater Photographic Championships, sponsored by the San Diego Council of Divers, will be held at Kellogg Park, La Jolla Shores, San Diego, California **August 9-10**. Divers shoot one roll of film on Saturday and submit their entry slides that evening at a contestants' party. The results and prizes are announced at an awards ceremony on Sunday at Sumner Auditorium, Scripps Institution of Oceanography.

For information contact Robert Melendez, c/o San Diego Council of Divers, P.O. Box 9259, San Diego, CA 92109; (619) 566-0752. 🌊

## CAPE COD TREASURE

Cape Cod Divers, Inc. will host its fourth annual Treasure Hunt **August 16** in Harwich Port, Massachusetts at 10:30 am. Preregistration is \$25. More than \$2,500 in prizes will be awarded and T-shirts and lunch are included.

For information contact: Cape Cod Divers, Inc., 815 Main Street, Harwich Port, Massachusetts 02646; (617) 432-9035. 🌊

## CHAMBER COURSE

A course on emergency management of diving accidents and hyperbaric chamber operations will be offered at the Catalina Hyperbaric Chamber, Catalina Island, California **August 25-29**. Participants will learn: recognition of decompression sickness and air embolism, decompression tables and procedures, patient handling, causes of accidents, helicopter rescue, chamber treatments and more.

For information contact Catalina Hyperbaric Chamber, P.O. Box 398, Avalon, CA 90704; telephone (213) 743-6792/6793/7882 (8:30 am to 4:00 pm except during lunch hour). 🌊

## COLORADO CHAMPIONSHIPS

The Colorado Diving Council will host its 29th annual Skin and Scuba Diving Championships at Grand Lake, CO **August 23-24**. Events include a treasure scramble, obstacle course and underwater swim—for skin divers; and underwater dexterity, navigation, buddy assistance simulation and equipment donning contests—for scuba divers.

For information contact Hal McConnell, 2624 Vinewood Land, Pueblo, CO 81005; (303) 564-3651 or Wendy Foz, 4334 Goodnight, Space #1, Pueblo, CO 81005; (303) 561-0550. 🌊

## BEACH DIVE PHOTO COMPETITION

The sixth annual California Beach Dive Photo Competition, sponsored by the Underwater Photographic Society of Northern California, will be held **September 27-28** in Monterey, California. Divers shoot one roll of film and submit their entries on Saturday; judging, awards and doorprize winners announced on Sunday.

For information contact Kathleen Rosenberg, 15750 Via Colusa, San Lorenzo, CA 94580; (415) 276-5694. 🌊

# skin diver

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# Scuba Quiz

## Category: Boat Diving

### Topic: Charter Boat Exits

By Dennis Graver

There is more than you might think to safely exiting the water onto a 50 foot plus charter boat equipped with a large dive platform. While techniques vary with conditions and regions, many procedures are standard. See if you can exit this quiz with a passing score. Answer all questions as directed, then compare your answers with those on the next page.

**1. Arrange in order, from most desirable to least desirable, the following methods for returning to a charter vessel at the end of a dive:**

- ☐ A. Surface snorkeling
- ☐ B. Using scuba just beneath the surface
- ☐ C. Using scuba at a depth of 15 feet
- ☐ D. Using scuba on the bottom

**2. When surfacing ahead of a charter boat, which of the following methods is least desirable for swimming to the exit platform:**

- ☐ A. Swimming under the boat and surfacing at the exit platform
- ☐ B. Swimming under the boat and surfacing beside the exit platform
- ☐ C. Swimming alongside the boat at the surface
- ☐ D. All of the above are equally undesirable

**3. Arrange in order from the most desirable to the least desirable the following actions that can be taken if you should happen to surface down current from a charter boat:**

- ☐ A. Take a bearing on the boat and navigate to it on the bottom (air supply and bottom time permitting)
- ☐ B. Swim to the current/tag line and pull yourself along it to the boat
- ☐ C. Get buoyant and swim toward the boat to hold your position in the current
- ☐ D. Signal the boat, get buoyant and wait for assistance

**4. While waiting your turn to exit onto the platform of a charter boat, the recommended location is at the surface and:**

- ☐ A. On either side of the platform
- ☐ B. At least six feet behind the platform
- ☐ C. On the current/tag line
- ☐ D. Along the rear edge of the platform

**5. If the exit platform should pull away from you as the boat moves sideways during your approach, you should:**

- ☐ A. Swim toward the platform until you catch up with it
- ☐ B. Wait until the platform stops moving, then swim to it
- ☐ C. Maintain your position and wait for the platform to return to you
- ☐ D. None of the above

**6. When holding onto a moving exit platform when preparing to exit, the platform should be held with:**

- ☐ A. The arm, fingers and thumb straight
- ☐ B. The arm, fingers and thumb bent
- ☐ C. The arm straight and the fingers and thumb bent
- ☐ D. The arm bent and the fingers and thumb straight

**7. When the exit platform is moving up and down and side to side in rough water, the safest procedure for exiting is to:**

- ☐ A. Quickly pull yourself onto one side of the platform while it is submerged
- ☐ B. Quickly pull yourself onto the center of the platform while it is submerged
- ☐ C. Wait until the water calms down and the platform is stable
- ☐ D. Exit on a rope ladder on the side of the boat

**8. Arrange in order from the most desirable to the least desirable the following procedures for handling accessory equipment (spearguns, cameras, etc.) during boat exits:**

- ☐ A. Place them on the exit platform, exit, then pick up the items
- ☐ B. Hold the items continuously during the exit
- ☐ C. Hand the items to a crew member before exiting, then retrieve them immediately after exiting
- ☐ D. Attach the items to pre-placed lines hung over the side of the boat and retrieve them after exiting

**9. If equipment must be removed before exiting the water onto the exit platform, which of the following is the recommended order of removal:**

- ☐ A. Scuba unit, weightbelt, mask, fins
- ☐ B. Weightbelt, mask, scuba unit, fins
- ☐ C. Weightbelt, scuba unit, mask, fins
- ☐ D. None of the above

**10. Which of the following actions is *not* recommended to prevent the loss of weights during boat exits:**

- ☐ A. Handling the weightbelt by the end *without* the buckle
- ☐ B. Using keepers to secure weights on the belt
- ☐ C. Using both hands for removal of the belt
- ☐ D. All of the above are recommended actions to prevent loss

**11. If an item is dropped from the exit platform, it is likely to:**

- ☐ A. Be found directly under the platform
- ☐ B. Be found slightly downstream from the platform
- ☐ C. Either A or B, depending on the current and the object
- ☐ D. None of the above



# Scuba Quiz

## Answers: Charter Boat Exits

**1. D, C, A, B.** The best technique is to begin and end at the anchor on the bottom, provided the boat is not anchored in depths too deep for safe diving. Following a bearing to the boat at a shallow depth is OK for conserving air, but skimming just beneath the surface is dangerous because you cannot be seen by boaters. Swim at a depth of 15 feet or greater (this is also a form of safety decompression) or snorkel at the surface.

**2. C.** There is danger at the entry points along the sides of the boat. The best method is to swim wide of the boat until clear of the entry area and then to angle sharply toward the exit platform. A current/tag line should be available for assistance if you are carried slightly past the platform. Avoid surfacing directly under the platform. You could be injured by falling objects.

**3. A, B, D, C.** C should not even be considered an option. If little or no headway can be made against a current, fighting it is hazardous. Remember that a current is weakest on the bottom, so you can make better progress against it there. Don't swim if a current/tag line is available for use—and one should be.

**4. C. On the current/tag line.** A line is usually trailed out behind the boat with a float on the end. This line assists divers who end up downstream from the vessel. The line is also useful as a holding area when a number of divers are waiting to exit.

**5. C. Maintain your position and wait for the platform to return to you**—providing there is no strong current. The boat usually swings in an arc on the anchorline as the wind catches one side and sets the vessel in motion. As the opposite side of the boat swings into the wind, the boat stops, then reverses direction. The stronger the wind, the greater the effect. Don't be alarmed if the boat swings away. As long as there is no current, be patient, and it will come back to you.

**6. A. The arm, fingers and thumb straight.** If the hand is wrapped around something (especially through a slot), it can get caught when the platform raises. Keep the platform at arm's length with the elbow locked and you will not be struck by the moving platform. If the arm is allowed to bend, you can be pulled beneath the platform when it raises, then struck by it when it comes back down. Be careful!

**7. B.** In rough water, hold onto the platform as described in No. 6 and time the water motion. As the platform comes down, quickly pull yourself onto it. The center is preferred because there is less vertical movement than at the ends.

**8. C, D, B, A.** Hand items to a crew member or another diver aboard the boat whenever possible. Be sure spearguns are uncocked and handled safely. Don't forget to remove any gear lines from the water before the boat gets underway! (I don't like to use them and some boats don't allow them.) Setting items on the exit platform temporarily is a good way to lose them.

**9. D. None of the above.** The mask should remain in place or be pulled down around your neck until you are aboard the boat. Fins should not be removed until you are on the exit platform. Weights and scuba may be removed in the water in some circumstances, but this should be done only if you are directed to do so by the crew. Otherwise, wear all equipment out of the water and remove only the fins on the exit platform. If removing weights and scuba in the water, remove the weights first.

**10. D.** Weights and weightbelts are sometimes dropped at the exit platform because divers do not handle them properly. Falling lead is a good reason to avoid the area directly under the platform. The best procedure is to wear the belt until aboard the boat.

**11. D.** As described in No. 5, the boat usually swings in an arc. This means an object dropped from the platform can be anywhere along that arc or slightly behind it. It is not very easy to find items dropped from a platform unless the water is quite clear, so be careful and prevent losses.

*If you answered eight or more questions correctly, you are well trained and/or highly experienced. I'm sure procedures in some areas differ from those described, but the ones presented apply in most instances, so you can't credit yourself for local variations! This brings us to a good point. No matter how good you are as a diver, always get an orientation to a new area. This is especially important regarding entry and exit procedures.*



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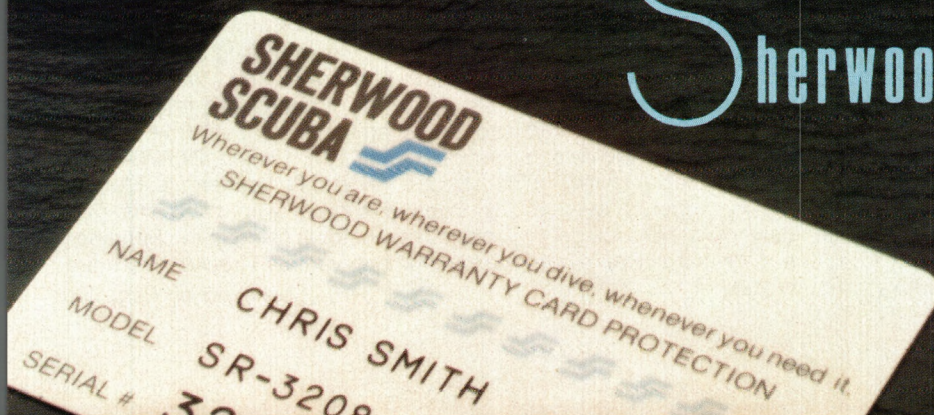
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**E**d Caram is a dreamer. He dreams of bygone days and "the big war" when the Germans launched roving U-boats that sank ships off the East Coast of the U.S. faster than we could build them. Ed reminisces about high adventure, danger and tragedy on seas filled with blood from men who sailed our merchant ships and naval vessels. But there were German casualties too, with heroes, villains and U-boats that met the same fate as the allied convoys they preyed upon. Relentless courage, sinkings and rescues—such is the stuff men dream of when they

mander who was the first to interrogate them in 1942. He escorted them aboard a modern U.S. Navy attack submarine and treated them to a big dinner on the base. The grand finale took place the next day when the visitors joined Caram, George Purifoy, Ken Ball and others aboard the *Olympus I* for a trip to the U-352 dive site. Divers with video cameras brought the U-352 into easy view on a television monitor aboard the *Olympus I*. Sentiments and history resounded as Kruger, Richter and Wessoly gazed in awe at the 43 year old wreck that once

*General Sherman* and *City of Richmond* are a few popular sites listed in the guide. Steve writes: "There are many interesting wrecks in South Carolina's offshore waters, some with bizarre fates. The *General Gordon* wreck near Hilton Head, for example, ran aground when corn in her hold got wet and threatened to burst her seams. An excellent dive not listed in our guide is the *BP-25*, a 160 foot long oil tanker that sank in November 1985. She lies in 100 feet of water, 30 miles off Myrtle Beach. Visibility is good and the Loran C coordinates are 45306.0/59551.4." For more information and a mini-wreck guide, write to Steve Murphey, South Carolina Wildlife and Marine Resources Department, P.O. Box 12559, Charleston, SC 29412.

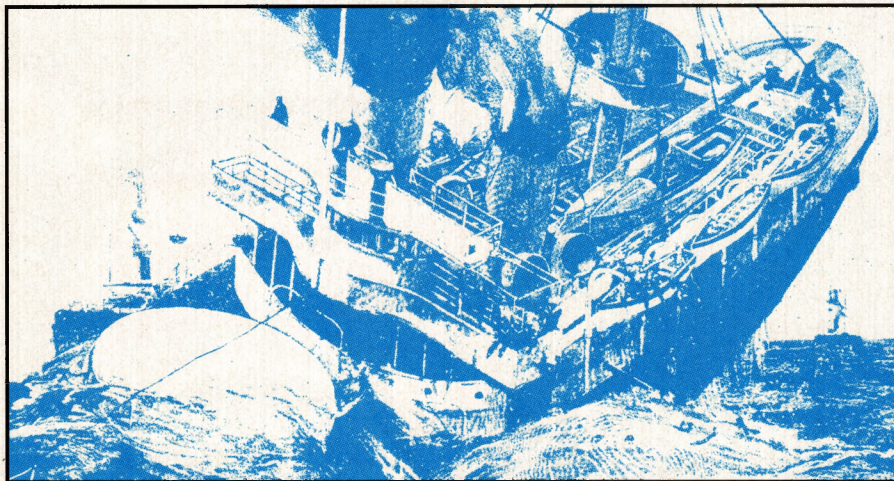
Russell Mathews, Newport, Rhode Island, contributes more information about the *Titanic*'s sister ships. Mathews says, "Carl Panzarella asked to know more about the *Titanic*'s sister ship and you provided him with a capsule history of the *Olympic*. Actually, the White Star Line built three Olympic class ships. The third was to be named *Gigantic*, but after the *Titanic* disaster, they opted for a more creative name, *Britannic*. Considerably larger than the *Titanic*, with several design improvements, the *Britannic* was launched in 1914. Soon thereafter she was taken over by the British government for use as a hospital ship. On her fifth voyage, the HMS *Britannic* struck a mine and sank within one hour. She was the largest single loss of tonnage in World War I."

Andy Wolfe, Livermore, California, is curious about shipwrecks in or near Drake's Bay, California, just north of the Golden Gate. He says these ships are supposed to be fairly old, well preserved and in shallow water. Andy wants to know where he and his buddies can locate more information about them. There is a book called *Shipwrecks of the Pacific Coast* by James A. Gibbs that has a whole chapter entitled, San Francisco Bay and the Golden Gate. It lists at least a dozen wrecks in that area. Another good resource is *California Shipwrecks, Footsteps in the Sea* by Don Marshall. Both books are available from Polly Gardener, Binford and Mort Publishing Company, 1202 NW 17th Avenue, Portland, OR 97209.

Joe Chambers, Clinton, Indiana, has for sale at least six different books of interest to shipwreck enthusiasts. They range from river wrecks to salvage laws, research books and wreck diving manuals. For a list of books and prices, write to Joe Chambers, Discount Dive Books, Route 1, Box 249, Clinton, IN 47842.

Scoop Pelham, Ft. Lauderdale, Florida, a shipwreck diver who pilots his own plane, asked about flying to the Bahamas and exploring various wrecks. There are

(Continued on Page 39)



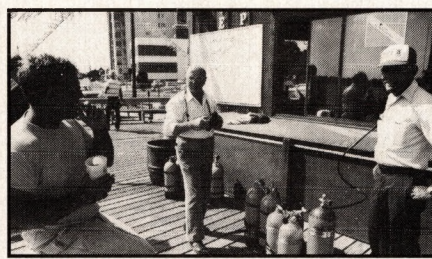
## Wreck Facts

BY ELLSWORTH BOYD

recall the events of World War II.

Caram repeatedly explored the remains of the U-352, the first German U-boat sunk in American waters in World War II. The U.S. Coast Guard cutter *Icarus* sank the U-352 in May 1942, 26 miles off the coast of North Carolina. Caram's interest in this fascinating tale inspired him to write two books and correspond with some of the U-352 survivors. His dream, to encourage some of the German crew to attend a reunion, came true last year when three of them journeyed to Beaufort, North Carolina. Caram and more than 50 sport divers held a dinner for the former chief radio officer, the diesel mechanic and the electrical engine mechanic. The radioman, Kurt Kruger, flew in from Hanover, Germany; the diesel specialist, Heinz Richter, came from Canada; and the electrical mechanic, Lothar Wessoly, drove in from Chicago.

The weekend was fascinating for everyone involved. The three former U-boat crewmen, whose average age is 65, visited the naval station where they were first imprisoned. They were greeted there by an 80 year old former U.S. Navy com-



From left: George Purifoy, Kurt Kruger and Ken Ball dockside in Moorehead City, NC.

was their home and could have been their grave.

The Germans, American naval personnel and everybody involved in the reunion offered kudos to Ed Caram whose diligent research and relentless persistence proved that dreams still do come true.

South Carolina wreck diving is in the news thanks to Steve Murphey, who works for the South Carolina Wildlife and Marine Resources Department in Charleston. Steve has offered to send divers a free copy of A Mini Guide to South Carolina's Artificial Reefs and Wrecks. The wrecks of the *Torungen*,



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Photos by LARRY CUSHMAN

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One of the largest populations of commercial divers in the world resides in the western Pacific and is involved in harvesting shellfish and seaweed from the sea. These divers are mainly women and have been working in this occupation for more than 2,000 years. They are the *Ama* divers of Japan. These women harvest food from the sea by free diving as deep as 75 feet. The Japanese even depicted the *Ama* in their ancient art.

The *Ama* have been studied by several groups of physiologists. They have provided us with useful information on re-

They are women in their teens and early 20s who free dive to depths of 10-20 feet. They work from a float, which is often a wooden tub also used to store their harvest. These women work in teams of five or six and are serviced by a boatman who collects their harvest. There is also a resting place on the boat and often, a small stove for warmth. The divers may work for two to three hours making 20-30 dives to collect seaweed or shellfish.

The experienced divers are called *Funado*. They are women of 30-50 years of age and older. They may descend 60-

rents, reefs and sharks, and continuously work at pulling diver or weight to the surface. The boatman is usually the husband or brother of the diver.

The diver works a full day to collect food and other commercially useful products from the sea. Bottom time is usually between 45 and 60 seconds. With the many dives performed in a day's work, the short bottom times do not limit the diver's ability to collect an adequate harvest.

The harvest of the *Ama* varies, depending on the local marine life, the depth of the bottom and the local market demands. Abalone, clams and mussels are in high demand and several types of seaweed are also harvested. Some seaweeds are used for food, while some are sold for extraction of agar, a jelly-like substance used in food preparation and in medical applications. Although this is not true in modern times, in past years, the *Ama* were among the better paid women workers of Japan.

The medical problems encountered by the *Ama* are primarily owing to their environment. These divers often develop damage to their ears from the rapid descent that occurs when diving with a heavy weight. It is likely that ear injury from squeeze occurs early in their diving careers and is later ignored. There are continuous problems with hypothermia. Most of the *Ama* do not wear wetsuits. They may wear a cloth wrap, and sometimes in warmer waters, dive nude. In colder waters, some of the divers have begun to use wetsuits, usually to cover their legs. With the long water exposure that occurs in daily diving, they often develop hypothermia after diving for a whole day. Their diving routine allows them to return to shore, or to a boat to get warm after several hours of diving, but the short intervals are not enough to maintain thermal balance.

Decompression sickness can occur in free divers and studies have been done in several such populations in the Pacific to determine the diving patterns that can result in this. The *Ama* dive profiles for repeated breath-hold dives rarely result in decompression sickness. The accumulation of nitrogen by continuous repetitive dives and the risk of decompression sickness are minimized by working at depths around 60 feet maximum and by rest periods, which serve for removal of tissue nitrogen as well as for rewarming. Some deep free divers, who harvest pearl oysters, have been known to develop DCS. These divers are usually males who descend 100 feet or more and utilize short surface intervals. The disease, called *Taravana*, is feared by these divers because it can prevent further diving.

At one time, the *Ama* were the largest community of commercial divers in the world. Their numbers have diminished over the past 20-30 years, but this tradition, that began more than 2,000 years ago, continues.



# Diving Medicine

ALFRED A. BOVE, M.D., PH.D.

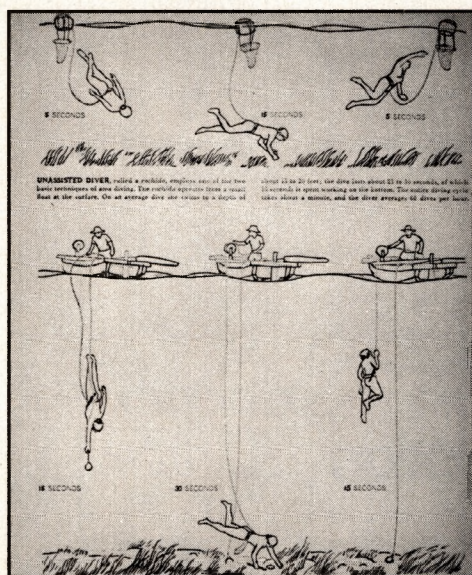
duced oxygen and high carbon dioxide tolerance, on cold stress and on some aspects of decompression sickness. We have learned a significant amount about the physiology of breath-hold diving from these divers.

Although diving is a less popular occupation for women in modern Japan than it was in past years, there are still *Ama* divers. They have an apprenticeship program that allows new, younger divers to work at shallow depths until they are more experienced. Their methods of diving follow different patterns, depending on their experience, the local sea conditions and regional customs, which have evolved over many centuries.

The novice divers are called *Cachido*.

75 feet to collect their harvest. The *Funado* works as a single diver from a boat in which a boatman provides assistance. The *Funados* use a 20-30 pound weighted line, held by the boatman, to descend rapidly to the bottom. The diver is also tethered by a line. After she descends, the boatman holds her line. A few tugs on it signals the boatman to pull her up. When the diver reaches the surface, she rests at the side of the boat while the boatman hauls the descent line back up for the next dive. Periodically, the diver rests in the boat and warms up for the next series of dives.

The boatman's job is critical, since he must be aware of the diver's bottom time and capabilities, be looking out for cur-



**Left: Unassisted *Ama* divers, called *Cachido* (top) work with a small float and dive to depths of 15-20 feet. The *Funado* (bottom) works from a small boat and uses a weight to descend quickly to depths of 60-80 feet. A tender in the boat pulls both the diver and weight to the surface. Above: *Ama* divers depicted in ancient art.**



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photo/Bonnie J. Cardone



photo/Adam Ravetch

Left: Lobster Salad. Right: Phyllis King with friend, found on the New Wreck.

## North Carolina Lobster

BY ADAM RAVETCH

Just about any place you find saltwater, rocks, caves and crevices, there are bound to be lobsters. In New England they are known as New England, American or Maine lobsters, notorious for their claws. In Florida, they are referred to as crawfish. In California and Baja it is the spiny lobster divers seek.

Lobsters seem to be everywhere. Hawaii and the Caribbean have several varieties, including the spiny and the shovel-nose or slipper lobster. But, lobster in North Carolina? I too, had my doubts, as I descended on one of the many wrecks that give North Carolina's waters the name Graveyard of the Atlantic.

We had spent eight hours traveling to the Mystery Wreck on Ed Wolfe's *Whipsaw*, out of Atlantic Beach. Aside from dive trips, Ed runs fishing trips and in pursuit of the most prolific fishing areas, is always coming across promising bottom profiles. Each year he opens one new wreck to divers. These are almost always prolific. If there isn't an abundance of brass, there is an abundance of game.

Ed called his new 1985 dive site The Mystery Wreck. Our experience was not the usual lobster dive, read about in a magazine or heard about from friends. This one started at the anchor line and took us 130 feet below the surface of the ocean so far from shore that no land was

(Continued on Page 22)

### LOBSTER SALAD

2 C cooked lobster meat  
1 C French dressing  
1 C diced celery  
½ tsp. salt  
Dash pepper  
½ C mayonnaise  
Lettuce  
Capers  
Cilantro

Break lobster meat into pieces. Marinate in French dressing for one hour. Drain and add celery, salt, pepper and mayonnaise. Mix lightly and serve on salad greens. Garnish with wedges of hard cooked eggs, cilantro and capers.

### SOUTHERN STYLE LOBSTER

4 lbs. cooked lobster meat, diced  
6 T butter  
6 T flour  
½ C light cream  
1 tsp. grated lemon rind  
1 tsp. paprika  
2 eggs, separated  
½ C grated Parmesan cheese  
Salt and pepper

Melt butter and stir in flour. Gradually stir in cream, lemon rind and paprika. Cook, stirring constantly, until sauce thickens. Quickly beat in egg yolks. Add salt and pepper to taste. Reserve one-

half of the sauce; add lobster to the other half. Heat reserved sauce, stir in cheese. Beat egg whites until stiff, fold into cooled sauce with cheese.

Pour lobster mixture into individual ramekins, top with egg white mixture. Place ramekins on cookie sheet in oven preheated to 350°F. Bake 25-30 minutes or until puffed and brown. Serves 6.

### LOBSTER A LA GENE SHINN

Lobster tails  
Muenster cheese  
Butter  
Pepper  
Paprika  
Dry white wine

Boil the lobster tails in water for 10-15 minutes. When cool, remove the meat from the shell and cut into bite-sized pieces. In a large glass baking dish, alternate layers of lobster meat, cheese and squares of butter (important so the meat does not dry out). Sprinkle the top of each layer with a little pepper and paprika. Continue this layering to the rim of the dish. Add two jiggers of dry white wine. Bake at 350°F for 20-30 minutes.

Note: If you don't have enough lobster you can add cubes of cooked potato. Also, in lieu of lobster, bite-sized pieces of fish can be used.



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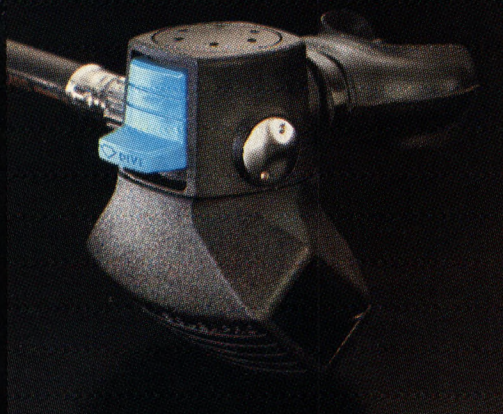
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# Diving News From Down Under

## Coral Sea Pilgrimage

TEXT AND PHOTOGRAPHY BY GERI MURPHY

Legend has it Australia's finest diving lies 250 miles out into the Coral Sea. Legend is right. It is among the fabled coral atolls of Marion and Dart Reefs that one finds the stunning 250 to 300 foot U/W visibility. This is where the water is purest; billions of coral polyps work their magic, filtering and cleaning the ocean.

The Coral Sea is truly a unique part of the globe, still untouched by pollution or commercialization. The waters abound with great schools of barracuda and jacks. Huge Napoleon wrasse lumber along the reef as sea snakes zigzag among the corals. Soft corals of every color grow into giant trees six feet tall. Turtles cruise by slowly, eyeballing divers. A lifetime of thrills can be experienced in just one week, for the Coral Sea is diving at its best.

Legend also has it that venerated fish photographer and author, Carl Roessler, personally leads a dive tour to this enchanted sea each October. Again, legend is correct. As president of See & Sea Travel, Roessler is making preparations to conduct his nineteenth pilgrimage to Marion Reef and the surrounding Coral Sea sites. He has not missed a year since 1972 and this year will be no exception.

As America's most experienced Coral Sea traveler, Roessler reports diving in this area is especially good from early October through Christmas. This year, See & Sea has chartered the world famous *Reef Explorer* for the season and will be running a total of six Grand Tours to the best dive sites in the Northern and Southern Coral Sea.

The *Reef Explorer* is rated as one of Australia's top live-aboard dive boats and is well known to American travelers. The vessel is 63 feet long and can carry up to 12 guests. She is powered by twin diesels and cruises at a speed of nine knots. She is equipped with highly sophisticated navigation equipment, including sidescan sonar, radar and a satellite navigator for accurately pinpointing remote ocean reefs such as Marion. Diving facilities include: two air compressors, an air storage bank, a stern diving platform, dive gear lockers, and 1,500 watt surface lights for night diving. The vessel is fully air-conditioned.

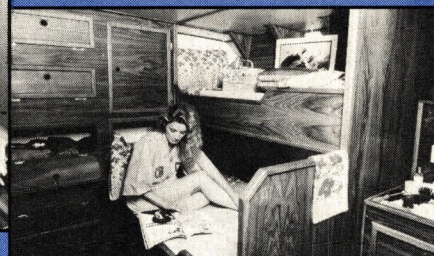
A highlight of this year's Coral Sea



The 63 foot *Reef Explorer* carries divers to the magnificent atolls of Marion and Dart Reefs as well as the famous wreck of the *Yongala*. The comfortably appointed vessel is equipped with sophisticated navigation equipment, two compressors, gear lockers and 1,500 watt surface lights for night diving.

### CORAL SEA TOUR DATES

October 5 -	October 18
October 19 -	November 1
November 2 -	November 15
November 16 -	November 29
November 30 -	December 13
December 14 -	December 27



cruises is a visit to the *Yongala*, one of Australia's most beautiful and exciting shipwrecks. It lies 100 feet deep and is swarming with eagle rays, batfish, turtles, cobia and yellowtail jacks. A school of barracuda hangs above the wreck and several giant Queensland grouper live inside. Last year, Roessler sighted and photographed a rare sawfish here.

Marion Reef offers a wide spectrum of diving adventures including vertical pinnacle dives, soft coral photography and high voltage shark feeding encounters.

For more information about the 1986 Coral Sea trips aboard the *Reef Explorer*, contact See & Sea Travel, 50 Francisco Street, Suite 205, San Francisco, California 94133; (415) 771-0077.



# Some hard talk about a soft jacket.

THE ORIGINAL MANTA took its name from the Manta Ray because of the similar shape when laid out flat. Thinly styled and graceful like a Manta Ray to reduce drag. The first buoyancy system to introduce a softpack that makes diving more comfortable. There's nothing hard about the MANTA. Its soft nylon back and double Seaband attachment eliminate the need for a regular hardshell backplate. MANTA conforms to the body with the tank totally integrated into the buoyancy system, giving better balance and total diving freedom. SEATEC'S ORIGINAL MANTA is soft to wear, but so tough it comes with a one owner limited LIFETIME WARRANTY. If you want

the ultimate in open front comfort with adjustable size option, then demand the Original Manta at your local Seatec dealer.



## SEATEC

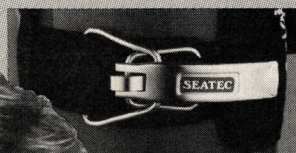
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SEATEC'S EXCLUSIVE SEABAND, the finest nylon tank band in use today. Heavy duty stainless steel cam has the longest lever of any band made. Features easy inside adjustment.

## NC LOBSTER

(Continued from Page 18)

visible. As we descended, we searched the waters below us carefully, knowing our bottom time was severely restricted.

North Carolina is the northernmost range of *Panulirus argus* (the spiny lobster). This species can attain a length of more than two feet and weigh more than 30 pounds. Specimens of that size, however, are seldom seen today. One of the few places one could expect to see them would be on a virgin shipwreck. On the way out, we had daydreamed of lobsters that weighed 10-20 pounds and required both hands and body to wrestle to the surface. We were not to be disappointed.

Down on the bottom, huge lobster were everywhere! Every crack and crev-



photo/Rod Farb

ice seemed to bristle with antennae. On our one, very short dive, our small group grabbed 60, with the average weight being 15 pounds.

Our methods of capturing these scavengers of the sea were not different from those of other spiny lobster catchers. Usually, we worked in buddy teams. My partner, Dan Rittschof, and I both saw one bug at the same time. As I was swimming to the other side of the wreckage, he grabbed the lobster's horns. He almost had the creature out of its den when it suddenly began making progress in the opposite direction. This was because I, not knowing he had a firm grip on the animal, had grabbed its tail. The tug of war continued for several minutes, with both of us absolutely amazed by the bug's incredible strength. It wasn't until we were back on the boat—swapping stories—that we realized what had happened.

Lobster taking is usually regulated by each state's fish and game department. North Carolina, however, has no laws whatsoever regarding the spiny lobster. As a general rule of thumb, take only what you need and eat all that you take. And, egg bearing females should never be kept. You might enjoy a delicious meal, but you are sacrificing future gen-

(Continued on Page 28)



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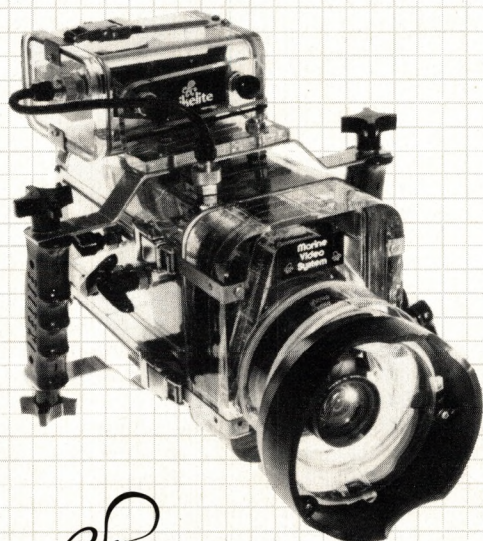
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SONY CCD V8K AF 8mm .... Camcorder  
SONY CCD M8U 8mm. .... Camcorder  
SONY CCD Super Beta GCS-1 .... Camcorder

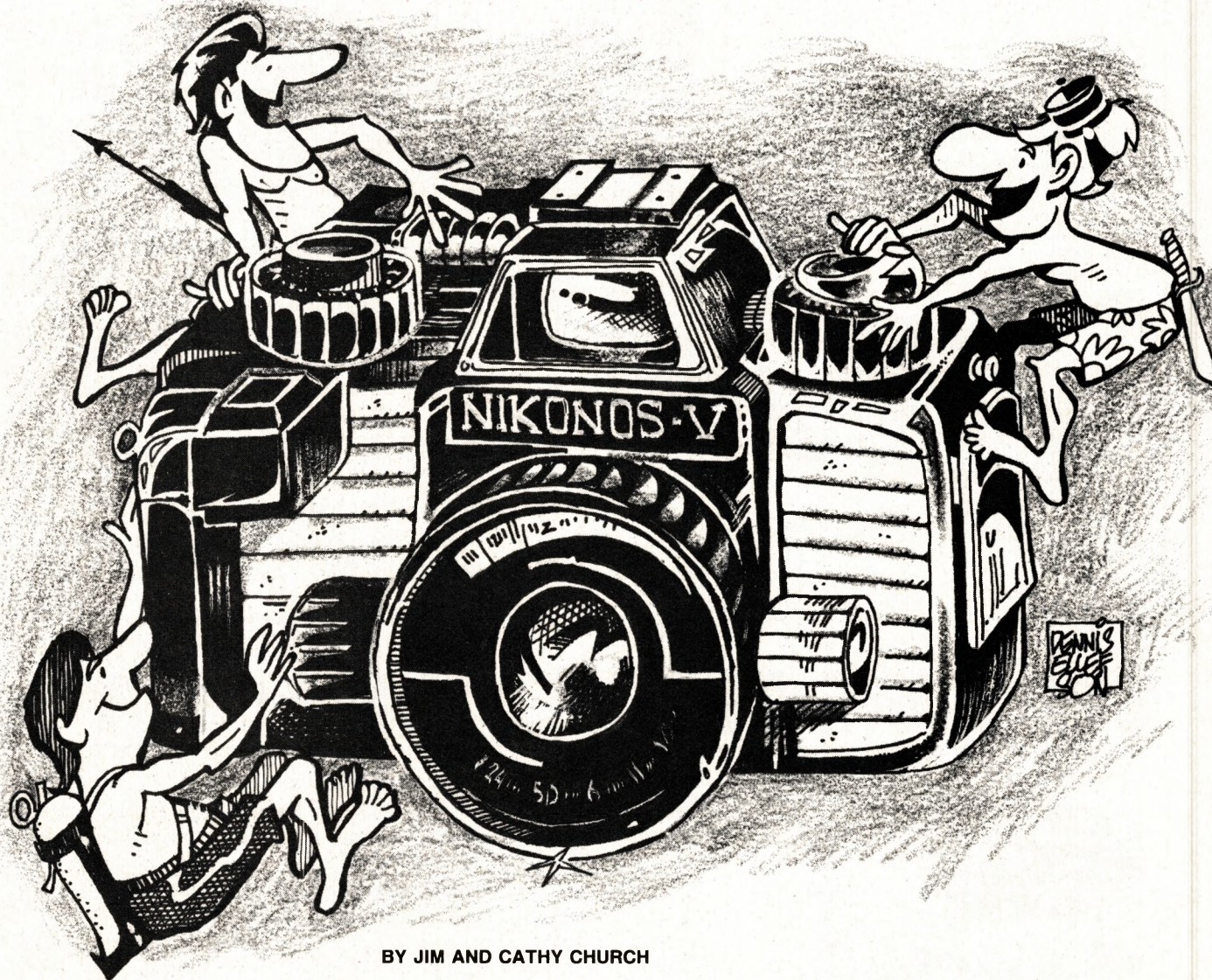
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Ikelite also offers a custom installation service for cameras and recorders not listed.  
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# SDM's U/W Photo Class

## Making Friends With Your Nikonos



BY JIM AND CATHY CHURCH

**Y**ou've just finished looking through the owner's manual for your new Nikonos V. Attaching the lens and loading the film seems easy, but there's still a lot of stuff you don't understand. If you have this problem, or just want a quick review, get your camera and do the metering stuff as you read this lesson.

### PREPARATION

There are two things to be careful about when preparing the camera for use: (1) Don't overgrease the O-rings. The grease doesn't make the watertight seal, it only protects the O-rings from abrasion. (2) When replacing the battery compartment lid, press it squarely to the camera body. Otherwise, it can easily cross-thread.

### WHY DOESN'T THE AUTO WORK?

You closed the camera back, set the film speed for A (automatic) and are peering into the viewfinder as you depress the shutter release partway. The manual says you should see a display, but there isn't one there! Don't panic: You must advance to frame number 1 (with or without film in the camera) before the system turns on.

You set the film speed dial for A and triggered the shutter while the camera was resting face down on the table. You try to work the film advance lever again, but both it and the shutter release are jammed! Again, don't panic: Because the automatic system saw only darkness when the lens was face down on the ta-

ble, the shutter is staying open for a long exposure. The same thing happens if the lens cap is on or anytime the automatic sees only darkness. Simply turn the shutter speed dial to any other speed and the shutter will close.

You depressed the shutter release halfway for a couple of seconds to turn the metering system on and are looking at the display in the viewfinder. Suddenly, it shuts off! Nothing is wrong—the system just shut itself off about 16 seconds after you removed your finger from the release. Depress it again to turn the meter back on.

You advanced past frame number 1 on the film counter and depressed the shutter release halfway, but the automatic system still hasn't turned on. Now what's





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### Manual Shutter Speed Control

With a full range of manual shutter speeds at your command, you have the ability to make the exposure *you* want. You can compensate for backlighting, overcome difficult conditions, take advantage of unusual situations.

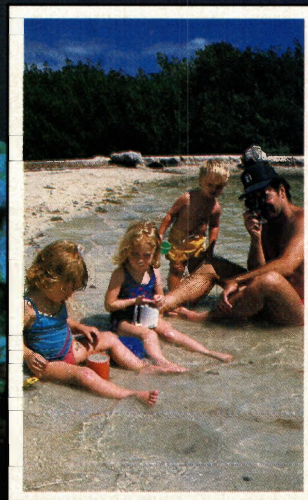
Example: This shot made at 1/60 sec., f8 and top lighting with the SB102 at manual 1/4 power. Creative control is in your hands.



### Large Built-in Viewfinder

The answer to divers' prayers—a viewfinder big enough to really work underwater. Bright LED display shows you what the camera is doing in every situation. And to make sure

you get what you see, there's an incredibly accurate light meter built-in, the most accurate ever designed for underwater use.



Nikonos-V even does a little thinking for you with its advanced electronic extras. Suppose you've just changed film and forgotten to reset the shutter speed from R (who hasn't?). The camera won't let you miss great pictures. It won't fire until you reset the shutter speed for proper flash synchronization. Or if you've been shooting on land (something your Nikonos-V does superbly 365 days a year)—at shutter speeds higher than 1/90th, the camera automatically resets the shutter speed to 1/90th when the Speedlight is connected and turned on. Even if you forget, the camera won't.

Accuracy, convenience, control—all yours with the automated sophistication of the Nikonos-V. See the entire system at your Nikonos dealer, or contact Nikon Inc., 623 Stewart Avenue, Garden City, N.Y. 11530.

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wrong? If you are using the camera for the first time, you probably installed the battery upside down. If the camera has been used awhile, clean the ends of the battery as well as the contact points on the lid and inside the battery compartment with a pencil eraser. Oxides can form on these surfaces and block the flow of electricity. Also, some aging lithium batteries may be strong enough to power the automatic exposure control, but not be strong enough to turn on the viewfinder display.

### MASTERING A (AUTO)

Let's go through the steps for making sunlight exposures:

1. Put your 35 or 28mm lens on so the aperture control knob (the black one) will be controlled by your left hand, and set the aperture for f/22.

2. Set the ISO film speed dial for 50 (for this example).

3. Set the shutter speed dial for A.
4. Advance to frame number 1 to turn on the system.

5. Aim the camera at a window or an average outdoor scene, look into the viewfinder and depress the shutter release halfway. The blinking red arrowhead in the lower part of the window tells you the auto control will select a shutter speed slower than 1/30 second.

6. Start turning the aperture control knob away from you until the arrowhead disappears and a 30 appears in the viewfinder. The auto control has selected a shutter speed of 1/30 second.

7. Continue turning the control knob until you see both a 60 and a 30 in the viewfinder. The auto control has selected a shutter speed somewhere between 1/60 and 1/30 second. If you continue turning, the control will select even faster shutter speeds.

The A (auto) mode is an aperture-preferred system. You select the aperture and the camera automatically selects the shutter speed. You turn the control knob until a satisfactory shutter speed is displayed. Generally, 1/60 second is OK for stationary subjects, but faster speeds are better for moving subjects. Note: By placing the 35 or 28mm lens on the camera so the aperture control is on the left and preset for f/22, you always turn the knob in the same direction and see the viewfinder displays in the same sequence when you operate the aperture control.

### USING MANUAL SHUTTER SPEEDS

Even if you want to set the shutter speed manually (1/60 second for this example), you still use the built-in metering system. Here's how it works:

1. Repeat the first four steps in the previous section, except set the shutter speed dial for 1/60 second.

2. Aim the camera at a window or average outdoor scene, look into the viewfinder and depress the shutter release halfway. You will see a glowing 60 and the blinking arrowhead underexposure warning. The blinking arrowhead means there isn't enough light for an exposure at 1/60 second and f/22.

3. Turn the aperture control knob away from you until you see both the glowing 60 (the shutter speed you set manually) and a blinking 30. The blinking 30 means 1/30 second is the correct shutter speed for the aperture selected. The picture will be underexposed by one f/stop!

4. Continue turning the aperture control knob until you see only the glowing 60 in the viewfinder. The glowing 60 means 1/60 second is the correct shutter speed for the aperture you selected. This is the display you want!

5. Continue turning the aperture control knob until you see a blinking 125 to the left of the glowing 60. The blinking 125 means 1/125 second is the correct shutter speed for the aperture selected. The picture will be overexposed by one f/stop at this setting.

### M90 (MANUAL, 1/90 SECOND)

If you set the shutter speed dial for M90, the built-in metering systems are shut off and the shutter locks at 1/90 second. Use M90 if the camera battery dies.

### BRIGHTER THAN AVERAGE SCENES

A scene that is brighter than average may fool the automatic system—the system wants to darken it to make it average. Thus, to keep a bright scene bright, you may want the automatic control to give the picture more exposure. To be safe, take one picture with the exposure the metering system provides and take a second picture with more exposure. These are bracketed exposures—you bracketed to more exposure.

To increase exposure when using A, set the film speed dial for a lower film speed than you are actually using. For example, setting the dial for 50 when you are using ISO 100 film causes the automatic to increase exposure by one f/stop. (Note: The consecutive ISO numbers on the film speed dial are one f/stop apart; the consecutive marks are one-third f/stop apart.)

To increase exposure when using a manually set shutter speed (1/60 second for this example) adjust the aperture control knob until you see both a glowing 60 and a blinking 125 in the viewfinder.

### DARKER THAN AVERAGE SCENES

If you are photographing a dark scene, the automatic system wants to lighten the scene to an average gray. To keep a dark scene dark, bracket to less exposure.

When using A reset the film speed dial for a higher film speed than you're actually using. When using manually set shutter speeds (1/60 second for this example) adjust the exposure control until you see both a glowing 60 and a blinking 30 in the viewfinder.


### CHECK THE FOCUS

If you are accustomed to SLR viewfinding and focusing, you may forget to set the focus with a Nikonos V. Because the image in the viewfinder looks sharp to your eye, you may assume the lens is set for the correct focus. But this may not be so: Estimate the camera-to-subject distance by eye and set the focus (silver control knob) for that distance. The two little red indicators that move along the distance scale show depth of field—the area in front of the camera that will be in reasonably sharp focus.

### YOUR FIRST PICTURES

Begin with topside snapshots—it's a lot easier than fumbling around with a new camera underwater. And, when you take your first U/W pictures, leave the strobe behind and begin with some sunlight exposures. Master the automatic controls before adding the extra complexities of a strobe. Take one step at a time, and you'll cover more ground.

### THE CAP FELL OFF!

The small rubber cap that covers the screwhead at the top of the film advance lever will probably fall off sooner or later. Don't panic: All the cap did was trap saltwater. Leave it off and you'll have fewer corrosion problems. 

After you have read this article, see if you can answer these questions.

### TESTING YOUR UNDERSTANDING

**Problem:** You are shooting an upward silhouette of divers swimming down toward you. The bright ball of sun is close to the center of your picture. What should you do?

**Solution:** Bracket one and two stops more exposure. Otherwise the metering system will reduce sunlight to an average gray and underexpose the picture.

**Problem:** You are aiming your Nikonos V at the dark interior of a shipwreck. The open hatchways and portholes are bright, but the bulkhead in the center of your picture is dark. What should you do?

**Solution:** Bracket to less exposure. Otherwise, the metering system will tend to lighten the dark bulkhead to an average gray and overexpose the hatchways and portholes.





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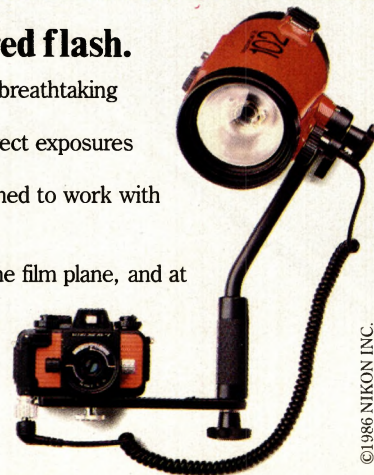
The powerful SB102 has a target light and slave capability. Both it and the compact SB103 are designed to work with the Nikonos-V, the revolutionary camera that brings a new technology to underwater photography.

The Nikonos-V system offers Through-The-Lens (TTL) flash metering with Nikonos Speedlights.

It gives the camera itself the power to control the flash. The camera actually reads the light falling on the film plane, and at the moment of precise exposure it shuts off the flash.

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## NC LOBSTER

(Continued from Page 22)


erations of lobsters, a practice that could eventually deplete this fishery.

What goes out must come in. We made one more dive, this one on 23 Mile Reef, about four hours from the Mystery Wreck,




photo/Bonnie J. Cardone

then headed for home. We had plenty of time to contemplate the delicious meals our lobsters would provide. These crustaceans can be cooked in any number of ways. Those on the *Whipsaw* that day all agreed we wanted to cook our rare giants of the deep in a very special way.

Lobsters in North Carolina? You better believe it! There are many places divers would never look, and dives that hold many secrets, like those of the Mystery Wreck! 

## FLETCHER TO NAUI COLLEGE

Homer Fletcher, former NAUI national training director and a respected figure in the diving instructor training field, will be returning as a staff lecturer to NAUI College, where he has been a staff instructor in the past. Fletcher's return brings the total number of current or former NAUI national training directors participating in the college programs to three. College president Jim Hicks is a former training director and current director Walt Hendrick Sr. is a frequent participant in the school's programs.

The Southern California-based school is in its eighth year of providing certification, career and placement assistance training to sport diving instructors, dive-masters and specialty divers. Interested parties may contact the school offices at 27402 Camino Capistrano, Suite 103, Laguna Niguel, CA 92677; (800) 423-7095 toll free or (714) 582-0186 collect for California residents. 



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## Free Offer

Free Extension Tube set (\$144 value) with purchase of a Nikonos-V from May 1 to August 31, 1986. See your dealer.

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## SDM BOAT REPORT

**Y**ou have seen their boats everywhere. Often trailed behind island bound sailboats or mounted on the deck of luxurious motor yachts, they are the mo-peds, bicycles and water taxis of many live-aboard vessels. Also the primary dive boats at several dozen resorts around the world, they are Boston Whalers, getting you where you want to go without regard to the weather. And, they seem to be all but indestructible.

With the same distinctive, close to the water hull shape, Boston Whalers have been around for a long time. Since 1959 thousands upon thousands have been sold and I'd bet you can still find a bunch of the very first ones at work right now. They have been so widely used as dinghies that in places around the globe the name Boston is synonymous with anything that floats and can get you from yacht to shore. Whalers have an almost incredible reputation for seaworthiness, stability and durability. You can fill them to the top of the gunwales with water and they will still float!

In the past, Whalers have been primarily open hulls with an outboard at the stern. The operator sat at the rear and manually controlled the motor. Seating was only in the form of flat benches. Now Whalers are growing up to become full blown sport boats with control consoles, padded seating, non-skid decks, storage space and sportsmen's options.

The new Guardian 17 foot dive boat is built around the same proven hull that has made Boston Whaler so reliable. A lot of things have been added to make it a really useful dive boat whether you are operating it from your yacht or from its trailer. The console has purposely been placed well forward to permit eight feet of useable cockpit space. The console is fiberglass with a plexiglass windshield and stainless steel grab rails. Instrumentation available includes a tachometer, compass and trim. Standing behind the stainless steel wheel, the operator has a padded lean post with removable upholstery on which to brace himself. Passenger seating for three is directly behind the operator's position.

A grab bar at the stern can be used as a brace while you are lifting tanks from the built-in rack that holds six tanks. On the deck, optional tread (highly recommended) of resilient rubber softens the

blow of tanks and weightbelts should they be dropped on the cockpit floor.

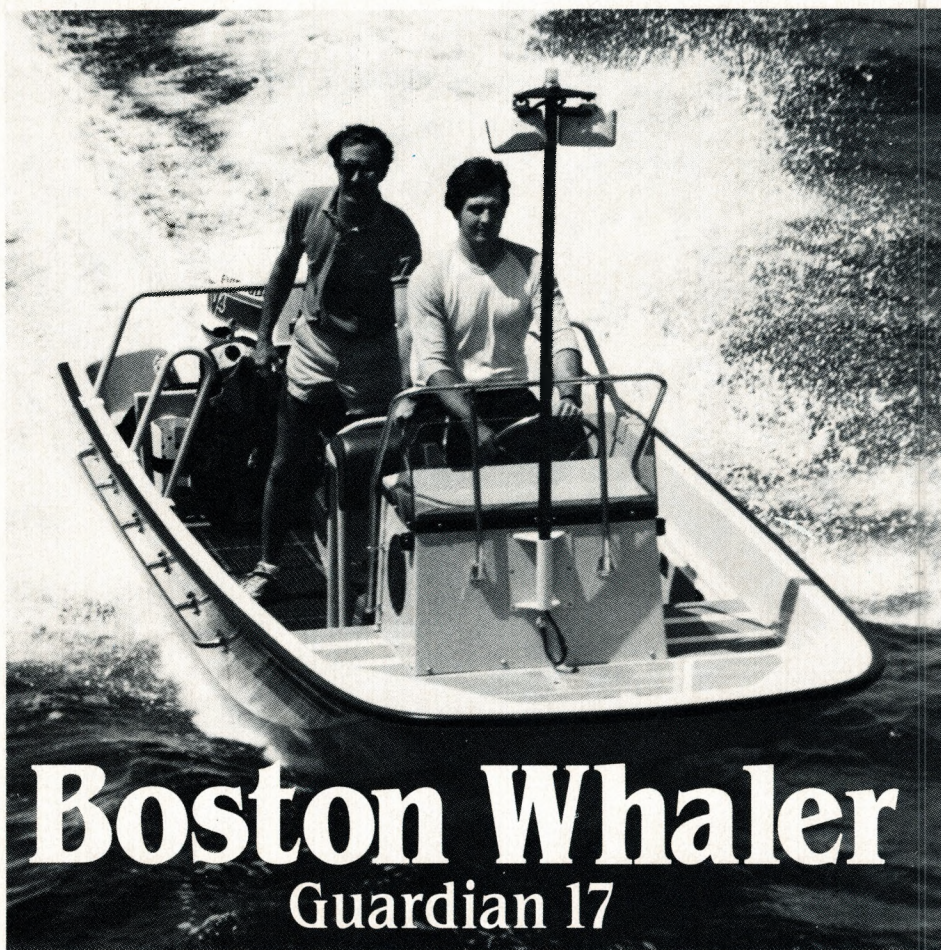
With enough room for four divers, the Guardian has a heavy duty stainless steel rail just inches above the waterline on either side. A dive ladder (included) can be put over either side near the stern. Here, heavy duty ladder rails rise at an inward slant approximately one and one-half feet above the gunwales to make reboarding easier. Just in front of the console, a flag post is built-in. The post places your divers down flag well above the water line, making it easy for other boats to spot. An optional floodlight assembly can also be added to the post for operating and diving at night.

The Guardian 17 foot Whaler is molded of heavy fiberglass laminate throughout and comes with a ten year transferable hull warranty. Its overall length is 16 feet 7 inches, with a beam of 6 feet 2 inches and a draft of 9 inches without a load. Weighing in at 1,200 pounds, it has a maximum load capacity of 1,400 pounds or seven persons. For safety, the Guardian can support a capacity of 2,000 pounds (passengers, motor and gear) fully swamped and has a transom height

of 20 inches, with an aft freeboard of 17 inches. The bow platform is heavy gauge aluminum and has lockable storage beneath. There is also some dry storage beneath the console. Built as a workboat, its haze gray gelcoat is standard. A black rub rail completely surrounds the boat to protect it from minor crunches with immovable objects such as docks!

Power is supplied by outboards ranging from 35 up to a maximum of 100 hp. Fuel tanks are the standard portable outboard type and are not included. The battery box is cast aluminum.

Our test boat was supplied with a 90 hp outboard. On the day we scheduled our photo shoot the wind on Miami's Biscayne Bay was blowing from the south at approximately 20 knots. The seas were a sloppy one foot near shore and closer to two feet out in the middle of the bay. Not a perfect day for shooting pictures, but a very good day for seeing what this little boat can do. Carrying three people and two full sets of scuba gear, the boat hit a maximum estimated speed in the range of 40 mph. I wish I could say the ride was comfortable, but I would be kidding. On a tight chop, the Guardian transmitted al-



# Boston Whaler

## Guardian 17


TEXT AND PHOTOGRAPHY BY STEVE LUCAS

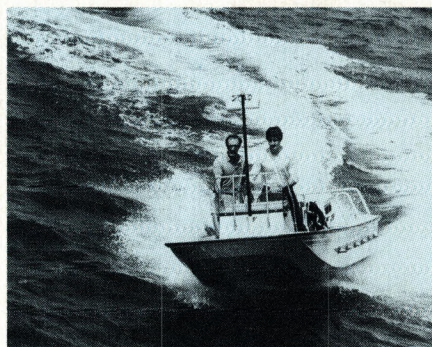
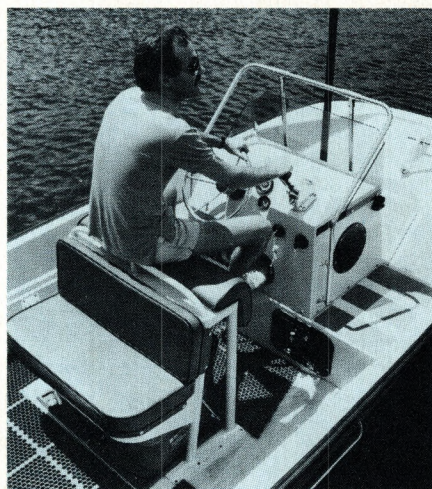
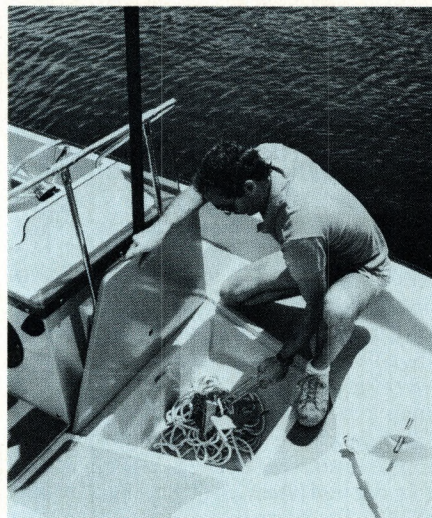


most all of the bounce and shock right into our bodies. However, only three fools out to test a boat's ability would be dumb enough to run flat out in a sloppy sea!

As far as the dryness of the ride, the Guardian performed admirably, even at top speeds. Only when we put the boat sideways to the wind did any appreciable amount of spray get in our faces. However, we did learn quickly you should not back a boat down directly into the wind and waves. Although we satisfied ourselves we could not sink the Guardian, we did manage to get about eight inches of water around our feet in just seconds.

As soon as we got the boat back on a plane (quickly I might add), we pulled the plug and the boat drained completely.

Boston Whalers are available at dealers worldwide. Since the Guardian 17 footer and its dive package are new for 1986 it may not be at your local dealer just yet. The package price is \$9,595 less engine, trailer and shipping. For a flier and specifications sheet write: Boston Whaler, Inc., Commercial Products Division, 1149 Hingham St., Rockland, MA 02370-0611. In south Florida you can see the boat at Johnson-Kirby Inc., 5966 S. Dixie Hwy., Miami. 



The Guardian 17 from Boston Whaler is molded of heavy fiberglass laminate and can carry up to four divers and their gear. It has a console with plexiglass window and stainless steel grab rails. A wide passenger seat is just behind the driver's padded leaning rail and there is plenty of open deck space. A lockable storage compartment is built into the heavy gauge aluminum bow platform. There is a sturdy grab rail across the stern and stainless steel rails just above the waterline on either side of the boat. A dive ladder is included that can be put over either side where heavy duty ladder rails slant in from the gunwales. A flag post is built-in, just in front of the console. An optional floodlight assembly can be added to the post for night operations.

#### GUARDIAN 17

Length.....	16' 7"
Beam.....	6' 2"
Weight.....	1,200 lbs.
Maximum load.....	1,400 lbs.
Number of passengers.....	7 (4 divers)
Maximum horsepower.....	100
Transom height.....	20"
Freeboard aft.....	17"
Freeboard forward.....	20"
Fuel system.....	Portable tanks



**L**et's face it: Your weightbelt is not one of the items you spent a lot of time selecting. If you thought about it at all you probably merely wondered whether a stainless steel buckle was longer lasting than a plastic one or whether vinyl coated weights were a good investment. However, many manufacturers are now taking a second look at this venerable piece of dive gear; improvements, innovations—even colors—have been showing up in it.

Underwater Design Technology, Inc. (UDT), for instance, has introduced the Dry Pocket, cleverly advertised as "the weightbelt that won't hold water." And, it doesn't. That's because it is made of a vinyl coated polyester mesh that lets water drain out quickly and easily. That's the Dry part of the name. The Pocket part comes from the pockets sewn into the belt, each of which will hold a lead weight of up to five pounds. A sturdy YKK zipper keeps the pockets closed and the lead inside. The Dry Pocket can also be used with lead shot, if the shot is enclosed in envelopes (also available from UDT). The Dry Pocket comes in three sizes; small, medium and large. There's an extra large available on request. The small has five pockets, holds up to 25 pounds of weight and fits waists from 25 to 34 inches; the medium has six pockets, holds up to 30 pounds of weight and fits waists from 32 to 48 inches; the large has seven pockets,

## DRY POCKET

Underwater Design  
Technology

BY BONNIE J. CARDONE



photos/Bonnie J. Cardone



ets, holds up to 35 pounds of weight and fits waists from 38 to 52 inches. The extra large, which also has seven pockets, fits waists from 38 to 63 inches.

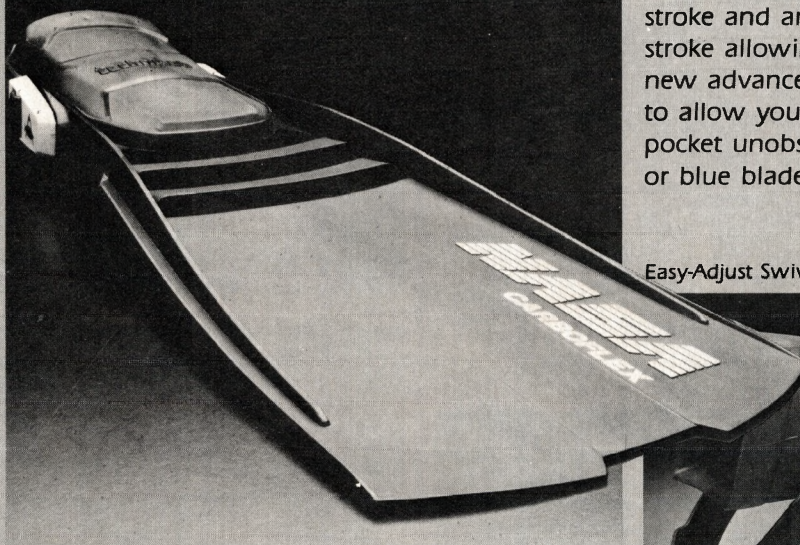
Other features of the Dry Pocket include a camlock nylon buckle and two plastic D-rings for attaching accessories. It comes in four colors: navy blue, yellow, royal blue and red. The Dry Pocket sells for \$19.95.

UDT also has a weightbelt called the Dry Pocket Plus. It is identical to the Dry Pocket with the addition of a zippered, six by ten inch pocket on the right side. This can be used for a small light, dive tables, camera lens covers, car keys, shells, etc. The Dry Pocket Plus is \$24.95.

SKIN DIVER tested the Dry Pocket Plus on a two day trip aboard the California charter dive boat *Conception*. The zipper made it easy to add or remove weights. The mesh fabric cushioned the weights and protected my wetsuit from abrasion by them. This fabric also made the weightbelt "kinder" to parts of the boat with which it came in contact.

The Dry Pocket and the Dry Pocket Plus are both available from Underwater Design Technology, Inc. This small company sells gear bags—some with wheels—logbooks, dive tables and other accessories. For more information write UDT, Inc., P.O. Box 1624, Nederland, TX 77627; (409) 724-1823.

# N.A.S.A.

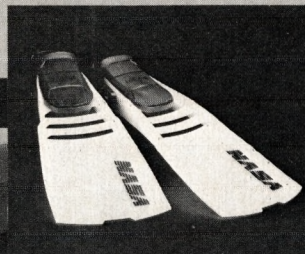


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Easy-Adjust Swivel Buckle System



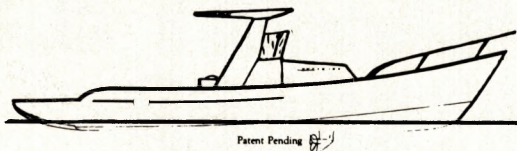
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San Diego, CA 92126  
(619) 271-7000



DEALER INQUIRIES INVITED







## THE BOAT WITH FRONT WHEEL DRIVE

Before I got involved with SEA FIRE™, my family was looking for our first boat to purchase. We were caught up with all the glamour and sparkle associated with the bass boats. It's obvious why first time boat buyers are often attracted to this market. However, after seeing these boats a few years old, the glitter gone, and the maintenance just beginning, we decided to look for a dream boat.

**AMPLE SPACE**—We had started looking at bow rider boats that had enough seating for a large family. But after watching people move from the bow section to the stern in mild chop on Hartwell Lake in South Carolina, I decided the seats up front were more for picture taking than for actual cruising. Those little boats with their 75's, 90's or 100 h.p. engines really SEEM to be moving along; due to the white water, foam and splash associated with them. But real speed and cruising comfort just wasn't there.

**SKIER'S CRAFT**—It is disappointing to have to tell four of your six offspring to stay on the bank while the others are skiing and having fun on the lake. We decided to see how PRACTICAL the SEA FIRE™ was as a family ski boat. Boy, were we surprised! One of the great features of SEA FIRE™ is that the kids could not get hurt with the prop, whether it was idling or stopped. This OUTBOARD that's INBOARD has its prop 20' from the stern, where the kids enter or exit the boat. The stern is so low that the smaller children could even climb up on it without assistance. The fighting chair mounted at the stern allowed the spotter to tell us when the skier had fallen, and the spotter could sit and face the rear in comfort. We could even stand on the stern, put our skis on, and jump in backwards. When you go island hopping, it's sure convenient not having to worry about a bunch of muddy feet, what's in the water, or what your kids are going to step on when they jump out of your boat. We can just reverse our boat and back up on the beach, have our own sunning platform and loading dock. Because of SEA FIRE™'s flat turning ability, it handled the flat turns like a professional ski boat. One of the biggest advantages was no delay action in waiting for the boat to come up on plane. I must say that I was even a little surprised with all the paraphernalia that goes with lots of kids—such as food, surf boards, skis, life jackets and water toys—the 90 h.p. engine pulled my 275 lb. frame out of the water in grand fashion.

**MAINTENANCE BUILT-OUT**—Because I don't like maintenance, I didn't want to leave our boat at the marina. It is great not to have to wash down, clean and polish on our boat when we're finished skiing or fishing. Bill May, the designer, and I had agreed before this boat came out, we would have SEA FIRE™ the way we wanted it—and the way experienced (USUALLY THIRD TIME) boat buyers would appreciate. It doesn't have all the glitter, but it has the maintenance-free design. If you've done some serious fishing, you can use the "built in rinse hose" to rinse fish scales and debris from the stern section. By reversing the fitting, it becomes a vacuum.

**TRAILERABILITY**—We made up our minds that any boat we had was going to be trailered by a standard vehicle. Our electric winch system pulls the boat on board in a matter of minutes without having to back the trailer into the water. The tandem wheels are stopped one to one and a half feet short of the water on most ramps. My teen-age daughters can load and unload our boat. We even used an old '76 Lincoln to tow the boat and got a lot of stares because the car was so small in relation to the boat. It looked like SEA FIRE™ was going down the highway by itself. Many surprised truckers applied their brakes to have a second look. Most 29' boats are not conveniently trailerable. SEA FIRE™ has a custom built trailer that is unique and beautifully designed for the boat.

**FUEL ECONOMY VS. SPEED**—The 77 gallon fuel tank was convenient for us, too. We could spend all weekend on the lake and never have to visit the marina. It's a great feeling to tow the boat to our local filling station, fill up, and know that we can have a whole weekend of uninterrupted fun.

It wasn't until we were in SEA FIRE™ running the 75 h.p. engine that we had our first race with a 16' bow rider and his 70 h.p. In our SEA FIRE™, outfitted with a 6' cabin (that acted as an air brake), we challenged the sixteen-footer to run. After we left them at the start, and in wide open running, they drifted off into the sunset. Then I was glad I hadn't settled for glitter and splash rather than real speed. Because I'm no boat expert, 35 mph on the water seemed as fast as I'd ever want to go...and that still holds true today. Bill May, however, likes an engine that will give you whip lash and be able to ZOOM over 50 mph, yet be able to idle along at 20-25 mph. SEA FIRE™ is fast on the water, but very economical to operate due to low fuel usage. Smaller h.p. engines save on initial costs. However, because we all have different needs SEA FIRE™ is designed for a variety of engine sizes.

**SKIN DIVING AND FISHING MACHINE**—With only 8" of draft, SEA FIRE™ made the coastal grasses and shallows available to us. When we decide to do some netting, either for bait fish or mullet, the back deck has a large space to work comfortably, good footing, and no worry of snagging nets. Having commercial fishing interests at heart and being an avid fisherman, Bill designed a boat that would go through three and one-half feet of bay chop and stay dry. The tunnel also acts as a sea anchor to minimize the effects of wind drift. SEA FIRE™ is a boat that is truly convertible from a work horse...whether towing nets, digging clams, throwing nets or picking up fish traps...to a boat which can be decked out with compressor, scuba storage and diving platform at the stern.

SEA FIRE™ got us to the best fishing waters, the best diving reef and through the shallows. Bone fishermen will call it their own private bone fishing boat. Divers will call it the ultimate diving boat.

**SAFEST BOAT ON THE WATER**—SEA FIRE™ is designed to be the safest boat on the water. The double-welded hull is constructed from 3/16" aluminum, which is ordinarily used only on commercial boats. The U.S.C.G. approved foam fill makes SEA FIRE™ totally unsinkable. The fuel tank is located in an area outside the standard interior boat section. The placement of the prop in the front third of the boat protects swimmers, divers, and fishing nets.

**CONCLUSION**—We certainly did appreciate Steve Lucas' evaluation of our boat. People such as Steve really put their neck on the line when they come out with an article that sounds too good to be true. We knew of Steve's excitement and we knew of SEA FIRE™'s performance, but it does make one sound a little ridiculous to extol all the unique and futuristic designs of the boat, and the practicality of it. It really isn't too good to be true. It's here...and it's REALITY.™

You can expect a price range of about \$20,000 for the DREAM we've made come true.

**Contact:**

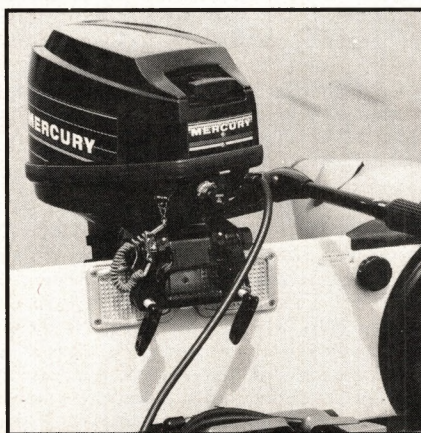
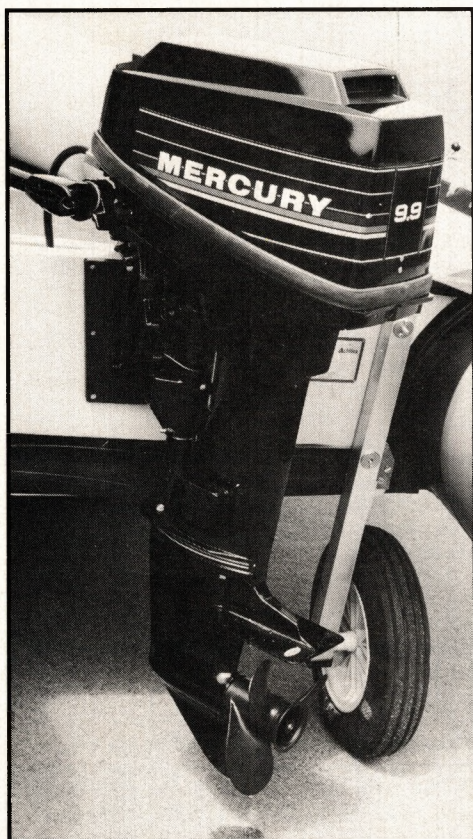
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Duluth, Georgia 30136  
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*Ed R Dickey*

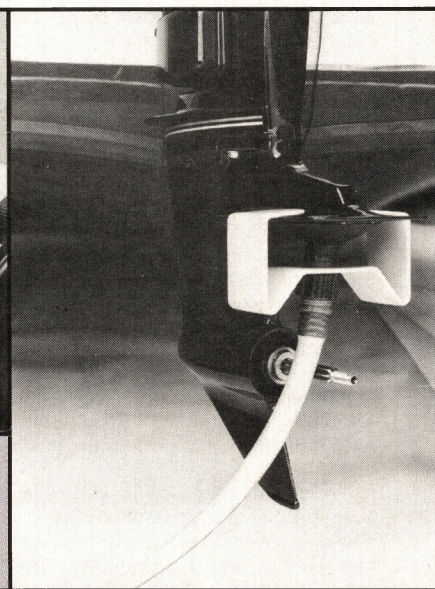




# THE MERCURY 9.9 OUTBOARD



The Mercury 9.9 outboard is capable of planing a 10-12 foot inflatable carrying two divers and a light load. The propeller must be removed to utilize the optional flushing attachment.



## TEXT AND PHOTOGRAPHY BY FRED FISCHER

**M**ercury Outboards has completely redesigned its old Mercury 9.8—inside and out—to produce the new Mercury 9.9. This latter features 17 percent greater cylinder displacement; a tiller handle with speed and gear shift controls; lanyard stop switch; seven position quick tilt action; external idle adjustment; quick start primer; and a beefed-up lower section. This engine is capable of planing a 10 to 12 foot inflatable carrying two divers and a light load.

SKIN DIVER's Mercury 9.9 came from P.A.M. Marine Inflatables in San Marcos, California. P.A.M. specializes in inflatables, engines and accessories as well as carrying a line of diving equipment.

It is easy to be enthusiastic about handling this small engine because it seems designed with operator convenience in mind. There are such little things as a carrying grip, which is not stationary but swings out for additional handling comfort. Major conveniences include the multifunction tiller handle, which has always been reserved for larger Mercury engines. The operator can shift from neutral to forward or reverse, change speed in either direction or kill the engine with just one hand. A dual purpose choke control is provided for quick starts and engine idle adjustment. To cold start the Mercury 9.9 the choke is pulled out and rotated clockwise. In so doing a shot of fuel is actually injected into the manifold and the idle is set high. Once the engine is run-

ning the knob is pushed in and counter clockwise rotation sets the minimum idle speed all the way down to 650 rpm for slow trolling. The engine is available with either pull-cord or electric start.

The angle of the engine can be set to seven positions by shifting the drive into forward and simply pivoting the motor out of the water by pulling on the top of the cowling. A ratchet mechanism provides stops for three trim, three tilt and full up positions. An additional stop is provided

for setting the minimum trim angle. Trim angle can be set while underway.

If there is concern of falling overboard, a lanyard attached to a kill switch is provided. The safety mechanism can be disengaged when necessary.

After use in salt or silty water the engine can be flushed by running the engine with the lower section in a container of fresh water or by using the optional flushing attachment. The propeller must be removed to access the water intake when using the latter.

The two cycle engine with cross flow induction is optimized for low speed operation. A CD ignition system assures long term consistent spark plug firing. Corrosion protection is provided through the combined use of a zinc anode above the propeller, multi-layered baked enamel finish and extensive use of nylon and stainless steel parts whenever possible.

The Mercury Outboard warranty against defects in materials and workmanship lasts for one year. It is backed by a large number of authorized dealers across the United States.

The Mercury 9.9 retails for approximately \$1,624 and represents a real step forward from earlier models. The light weight and easy handling add portability to diving. It is ideal for a small boat with a light load in light to moderate seas. Visit a Mercury dealer for more information about accessories and their complete line of outboard motors.

### MERCURY 9.9

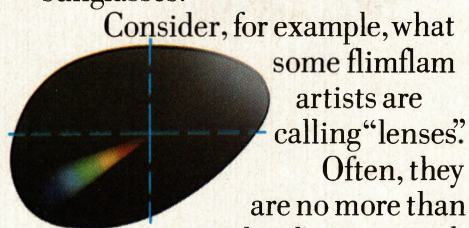
Power.....	9.9 hp at propshaft
Cylinders.....	2 in line
Piston displacement.....	210 cc
Full throttle rpm.....	5,000-6,000
Fuel.....	Automotive regular or premium leaded or unleaded (gasoline w/alcohol not recommended)
Oil.....	Quicksilver 2 cycle outboard motor oil or other BIA TC-W oils mixed 50:1 with gas
Fuel tank capacity.....	3 U.S. gallons
Standard propeller.....	3 blade aluminum (9" dia. x 9" pitch)
Gear ratio.....	2.08:1
Transom height.....	Short shaft = 15" Long shaft = 20"
Weight.....	69 lbs.



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*Frames are tumbled in exotic teakwood chips for 6 days.*

*Our glasses are designed to provide eye protection from the sun.*

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Costa Del Mar frames are hand-cut from top quality Zyl (cellulose acetate). It is both durable *and* thoroughly adjustable.



*5-barrel hinges with "pinned" screws*

And where our competitors' frames may be painted, ours are *polished* to a natural sheen by tumbling them in *teakwood chips* for six full days.

The quality is uniquely American-made, and each pair is backed by a full *lifetime warranty*.

Costa Del Mar sunglasses range from \$40 to \$100 in price.

Not enough money to gratify every purchaser's ego, perhaps, but enough to ensure that these are very simply the best sunglasses made.

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# *Playing Tag*

## *WITH WILD DOLPHINS*

TEXT AND PHOTOGRAPHY BY HOWARD HALL

**I**t had been four years since I last knelt on the white sand of the Bahamas Banks listening for the calls of wild spotted dolphins. In the silence, looking out across the empty, sandy plain, I couldn't help feeling pessimistic. It seemed so very unlikely they would come racing from miles away to have a visit with me. It was not typical behavior for wild animals. But, then again, this was not a typical situation.

Hardy and Julia Whitty-Jones were more confident. They had been returning to the banks every year for nearly a decade. Every year the dolphins had been there and the relationship between humans and wild dolphins had grown from mutual curiosity to something that may approach mutual friendship. I had been along on several of the earlier expeditions to photograph the school for a film

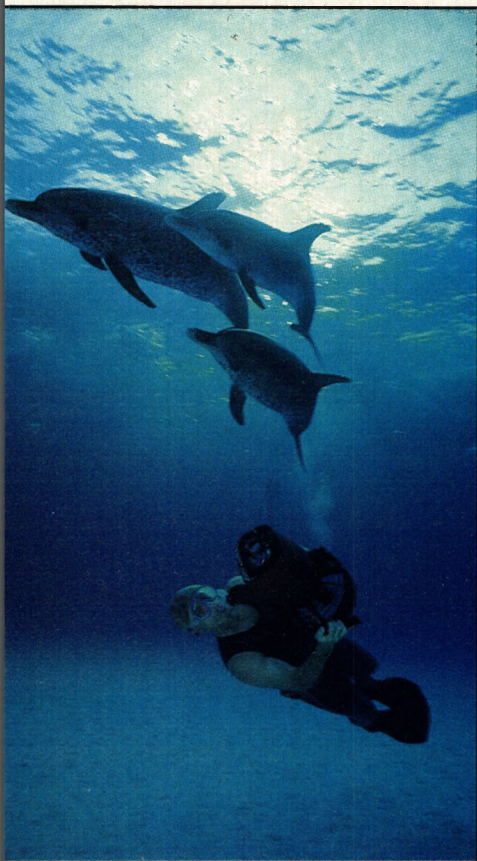
the Jones would produce. In those early years the dolphins had been curious, but tentative. The encounters had been infrequent and brief. But Hardy and Julia explained that much has changed since my last dive with the "Spotters." Many members of the school had grown up having regular summer encounters with divers.

I heard the clicks and whistles. Moments later they surrounded me. The dolphins immediately came in much closer than in years past and moved with less trepidation. Nearest to me was a mother and her young calf. The baby was a beautiful and perfect miniature of her mother. She looked almost artificial. In years past the mothers never brought their calves in so close. It was as if this one was proudly showing off her baby. Suddenly I understood why. The top half of the mother's dorsal fin was missing. I

couldn't believe it! It was Chopper, a dolphin we had seen eight years earlier when she was only a juvenile. Now she was an adult and had a calf of her own. She was one of many dolphins I would recognize from earlier times.

Julia swam over my shoulder carrying a bright red scarf. She dropped the scarf and swam back toward me. Then just as the dolphins noticed it, Julia swam quickly back, grabbed the scarf and made a big show of swimming away with it. The dolphins caught on fast. The next time Julia dropped the scarf the dolphins gave her no chance to retrieve it. A group of 20 or more rushed toward the scarf and the fastest one caught it on his pectoral fin. Somewhat less quickly than the animals, I realized we were playing "keep away." Julia, Hardy, several other divers and I spent the next ten minutes trying to take





Every year for nearly a decade, Hardy and Julia Whitty-Jones have been returning to the open ocean off the Bahamas Banks where wild dolphins are regularly encountered. The graceful animals have grown so used to the presence of humans here that they will play a game of "keep away" with each other and divers, utilizing objects such as this bright red scarf (opposite page).



the scarf from the dolphins. Of course, our swimming skills were non-existent compared to theirs, but they compensated by bringing the scarf to within inches of our fingertips.


The dolphin carrying the scarf would pass it from nose, to pectoral fin, to tail flukes with remarkable dexterity even while swimming at high speed. When a dolphin released the scarf, the other members of the group would compete for it at their top speed. Every time the scarf was dropped, we divers would go for it as fast as we could. This effort would have been futile except the dolphins seemed to have given us a handicap and would occasionally let one of us win. Once I even managed to take the scarf off the dolphin's pectoral fin! This was a remarkable demonstration of their physical control since the dolphins never permit-

ted me to actually touch them.

I soon realized the dolphins had established rules to the game. Once a dolphin had the scarf it was his/hers until he/she chose to pass it on. No other dolphin would take it. Other dolphins would rub up against the scarf as it was carried by another, or even bite it, but it was against the rules to take it until released. Once released it was up for grabs, but it seemed understood that occasionally the divers should be given a turn.

We played "keep away" for nearly four hours. Although the dolphins seemed to be just warming up, we were exhausted. We swam back to the boat, trying to ignore the scarf that was being trailed on a dolphin's tail flukes right before our noses. The dolphins finally departed as the last diver dragged himself up on the swim step. As I watched the school swim

away, silhouetted against the white sand below the boat, one dolphin broke away, turned and swam back toward the boat. It made a quick pass by the swim step to drop off the red scarf.

In the weeks that followed the dolphins allowed me to swim with them as they hunted for food, nursed their young and played games among themselves. Often juveniles would repeat the "keep away" game using a frond of seaweed. At the time I felt rather pleased we had managed to teach the dolphins a new pastime. But in retrospect I'm not so sure they would see it that way. Dolphins with brains as large and as complex as our own have lived on this planet millions of years longer than we. It's quite possible the dolphins believe they taught *us* the game. And, I'm not sure they wouldn't be right. 



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## WRECK FACTS

(Continued from Page 14)

many dive services on the major islands of the Bahamas and most of them feature one or more wreck dives. As for getting there, the *Pilot's Bahamas Aviation Guide, Including Turks, Caicos and Haiti*, by Dale Cady, is excellent. It has aerial charts, maps, illustrations and photos of the islands and their runways. You may order it from Don Pfaff, Pilot Publications, P.O. Box 3190, Ocala, FL 32578—price: \$19.95 plus \$1.50 postage.

Duncan Mathewson's new book, *Treasure of the Atocha*, will be released soon. Mathewson is Mel Fisher's archaeological director and the one who advised Fisher to move the salvage boats into deeper waters. Fisher took the advice and soon the \$400 million mother lode of the *Atocha* was discovered. In his book, Mathewson reveals the intricate details of the treasure find as well as the archaeological discoveries that disclosed new details about 17th century Spanish colonial life in the New World. The book is hardbound, containing 192 pages and more than 200 photos and illustrations. It features a foreward by Mel Fisher, the world's most famous treasure salvor. *Treasure of the Atocha* may be ordered through Seafarer's Heritage Library, P.O. Box 73, Woodstock, VT 05091—price: \$24.95 plus \$1.50 postage. To have your book personally autographed, pack it well, include return postage and send it to Duncan Mathewson, Route 4, Box 904, Summerland Key, FL 33042.

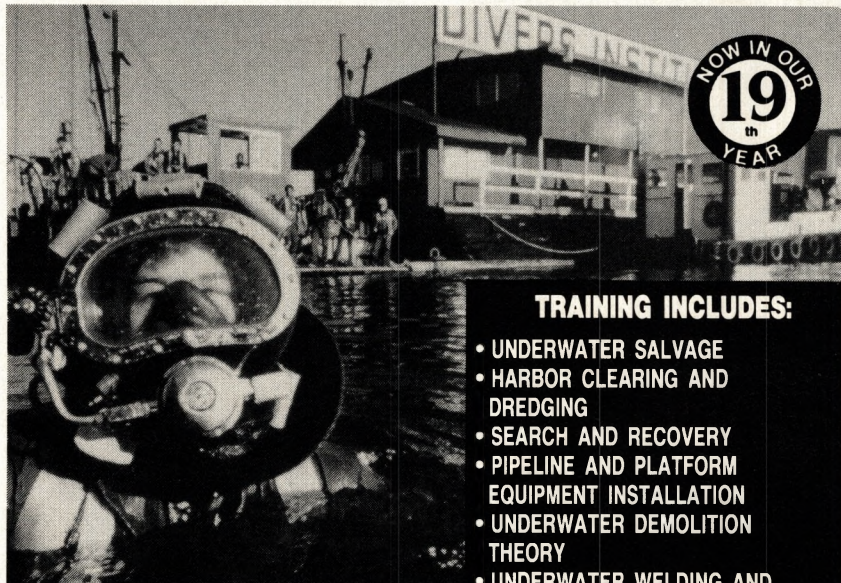
Dan Bailey, author of *World War II Wrecks of the Kwajalein and Truk Lagoons*, has published a two color map with a complete listing and description of all known shipwrecks inside and around the atoll of Truk. Several action photos are superimposed on the map, including a sequence of the final moments of the Japanese destroyer, *Oite*, before it was sunk in the lagoon. Dan also has four different action posters of the attack and destruction of the Japanese fleet in the Palau Islands. One photo depicts a direct hit by a U.S. bomber on the Japanese destroyer, *Wakatake*. The map costs \$6 plus \$1.50 postage. The posters are \$6 each or \$21 for a set of four, plus \$1.50 postage. Order from Dan Bailey, Suite 166, Box 6007, Redding, CA 96099.

## CYDIVE

Cydiver of Cyprus has become the first PADI Five Star Instructor Development Centre in Southern Europe and the Middle East. It now offers PADI Instructor Development Courses (IDCs) and IDC staff instructor courses on a regular basis, as well as other PADI courses.

For more information, contact: Cydiver Ltd., 1 Poseidon Avenue, Kato Paphos, Cyprus; telex 5337.

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BY HARRY AVERILL

**H**ow do prospective divers get to experience scuba for the first time? For years the choices have been fairly limited. If a person was fortunate enough to visit a warm water vacation destination, he or she could participate in an introductory scuba or resort course. These morning or afternoon-long programs teach people just enough to allow them to dive safely in calm, shallow water under the supervision of an instructor or divemaster. Most people, however, lacked this option. If they wanted to experience scuba firsthand, they had no other choice than to enroll in a full-length certification



## The hot new item that caught us by surprise.

We designed PADI's new Activity Organizer to be the perfect companion for instructors, divemasters and other professionals. It was no surprise, then, when hundreds of PADI Instructors and Divemasters bought them. What caught us off guard was what happened when divers and students saw them — they wanted them, too!

Now our instructors and stores tell us that PADI Activity Organizers are selling by the dozens. They are showing up on dive boats, at the beach and also at

the office, school and around home.

The organizer's internal storage compartments hold books, logs, spare parts, wallets, keys, film, sunglasses, writing materials — almost anything that would fit in a compact briefcase. They are moisture resistant and made from heavy-gauge gray metallic vinyl and come with one of the best mechanical pencils you'll ever use.

PADI Activity Organizers are



available now at your local PADI Training Facility — you'll find it listed in the Yellow Pages. For a complete list of PADI Training Facilities world wide, just circle our number in this issue's reader service card or write PADI, 1243 East Warner, Santa Ana, CA 92705.

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## REMEMBER WITH PICTURES



Never before has anything so simple and inexpensive produced such outstanding underwater photographs. Now all divers can easily record their underwater adventures on film to be shared later with family and friends.

### SIMPLICITY

When you decide to take a picture, simply push one button. The camera selects the proper exposure, fires the flash, takes the picture and advances the film, ready for the next shot.

### EXCELLENT PHOTO RESULTS

Combined with the improved disc film, these cameras are producing sharp, clear, colorful underwater photographs that rival results offered by some 35mm cameras.

### IKELITE DISC-CASE

(all models include water correcting lens & sportsfinder)

- #5240 Kodak 2000, 3000, 3100, 4000
- #5265 Minolta Disc 5
- #5267 Minolta Disc 7
- #5275 Ansco HR 50
- #5289 Keystone 1050

### DISC-CASE PACKAGE

#5270 Includes Ansco 350 camera.

### DISC-CASE PACKAGE

#5290 Includes Keystone 1050 camera.

### COMPLETE DISC SYSTEM

Ikelite now offers a complete Disc Underwater Photo System.

- **Disc Case** -- The Ikelite Disc Case operates to a depth of 100 ft., includes a snap-on glass Water Correcting Lens for sharp, colorful pictures, and the Sportsfinder II for aiming.

- **"Disc Underwater Photography"**, an easy to follow "how to" book covering disc underwater photography.

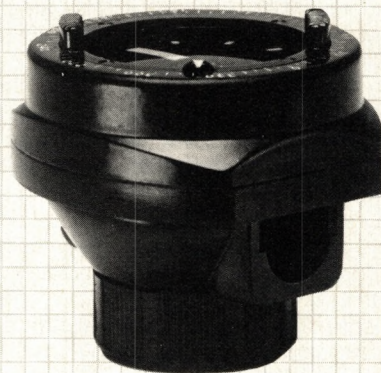
- **Disc Close-up Attachment** -- this new accessory allows the disc cameras to produce sharp, colorful close-up photographs of small marine life like those seen in underwater publications. Subjects can be photographed as close as 8 inches. The Close-up Attachment incorporates a glass lens, flash diffuser, and a wire frame.

- **Substrobe S** -- cameras with built-in flash tend to light up the suspended particles in the water, creating backscatter in photographs. The Substrobe S mounts externally, increasing distance between camera lens and light source, thus reducing backscatter.

- **Disc Travel Bag** -- a durable nylon bag with zipper closure and shoulder strap. Interior has die cut foam for added protection, with space for all the equipment listed above, plus extra space for film storage. Ideal for transporting or storage of equipment.

Ask your local dealer about Disc Photo Bag Packages.

## A NEW DIRECTION FOR COMPASSES



### HOSE MOUNT

A *UNIQUE NEW MOUNTING SYSTEM* provides easy installation of the Ikelite PRO or PRO-S COMPASS to any pressure gauge hose. With the compass in this location, it offers immediate access to the instrument without adding additional length and bulk to a console. Simply unscrew the bottom cap of the mount, place the mount over the pressure gauge hose, and secure with the bottom cap. The compass North indicator can be positioned to run parallel or perpendicular to the hose.

The *HOSE MOUNT* is available with your choice of PRO or PRO-S COMPASS, or as a mount only to convert either of these compasses to the *HOSE MOUNT* model.

See the New Direction In Compasses at your local Ikelite dealer.



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course. Those who did, found out learning to dive was an enjoyable and rewarding experience. But what about those who were reluctant to invest the time and effort needed to become certified?

According to a marketing report sponsored by the Diving Equipment Manufacturers Association (DEMA), there is a significant number of people in this category. Many of them do not feel becoming certified is worthwhile because they believe common myths about diving and about learning to dive. Yet, according to this same report, most of these same people would welcome the opportunity to at least try scuba; provided that doing so required a minimum of time, money and effort, did not place them in a threatening environment and required no additional commitment on their part.

Today, these people have that opportunity through PADI's new Discover Scuba experience. It is available at hundreds of PADI Training Facilities throughout the world. Discover Scuba allows interested non-divers to actually try scuba in the safe confines of a swimming pool. The whole experience usually takes less than one hour.

Discover Scuba begins with a short audio/visual presentation that answers the most commonly asked questions about scuba and previews what will take place in the pool. Next, the instructor helps participants into their equipment and shows



Previously, those wishing to try scuba diving either had to take a full certification course or travel to a tropical resort. Now, through PADI's Discover Scuba experience, people of all ages can try scuba in a nearby pool without investing a lot of time or money. Under close supervision, participants learn how to use their regulators in the shallow end of the pool, then are accompanied to the deep end.

photos/Frank Palazzi

them how to use a regulator. Participants then have the opportunity to swim in the shallow end of the pool using scuba.

At this point, the instructor may invite them, two at a time, into the deep end. This provides the participants with the opportunity to experience the weightlessness and freedom of movement that makes diving so special.

At the end of the experience, participants are helped out of their equipment and change into street clothes. In a social activity that follows, the instructor explains what is involved if they would like to continue. At this point, most people elect to either enroll in a certification

course or at least come back and repeat the Discover Scuba experience.

For non-divers, Discover Scuba provides the opportunity to find out firsthand what diving is all about—without having to travel hundreds or thousands of miles for a resort course or to commit the time and effort needed to become certified.

For divers, Discover Scuba is a perfect way to arrange for friends' introduction to diving: An introduction that may result in those friends ultimately being certified and thus becoming new dive buddies.

More information on the Discover Scuba experience is available at your local PADI Training Facility. >

## There's Never Been a Better Time to Do What You Really Want in Life.

The demand for PADI College Graduates has never been greater than *now*. Hundreds of the finest dive stores and resorts in the world are asking for instructors from our famous Gold Curriculum Course. In fact, we have over 283 positions open right now — many of these offer starting salaries of \$18,000 to \$25,000 a year.

If being this much in demand interests you, contact the College Dean, Jim Williams, he'll take it from there. Remember, they're waiting for you.

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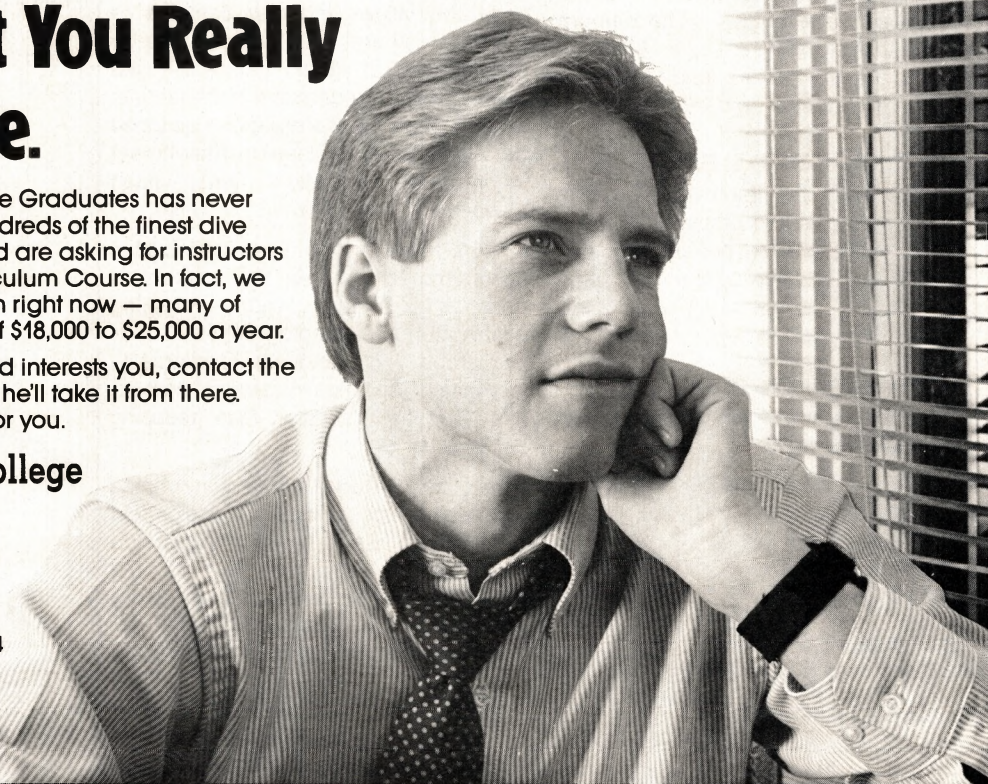
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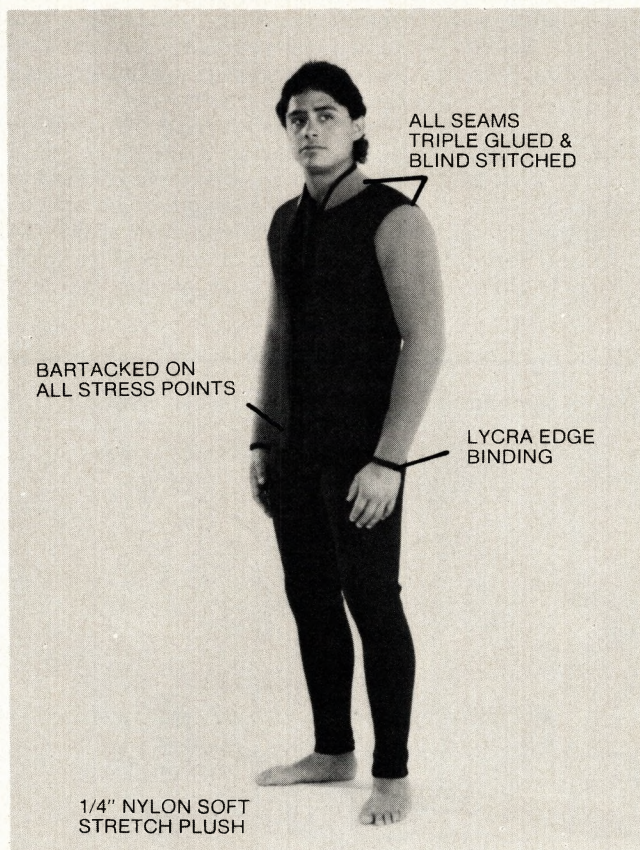
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**A**s groups of divers from our boat fanned out on the ocean bottom in various directions, hissing and bubbling and carrying huge polespears, I floated at the surface—waiting. The kelp bed below appeared barren. But, as the divers passed beyond the limits of my vision, the reef was already becoming repopulated with fish. In snorkeling gear, I quietly slipped down to the bottom behind a kelp frond. There I saw the two pound kelp bass. And, he saw me! But he didn't flee.

Having learned to fear gurgling divers carrying long pointy objects, he paused to size me up, not realizing the Nemrod Clipper Mini clutched against my chest represented danger. . . .

Nemrod products, produced in Spain, are distributed in this country from the U.S. office in Everett, Washington. Nemrod offers a wide range of spearguns. Its pneumatic guns, the Clipper Series, come in four sizes. The Clipper Mini is the

smallest of these. However, according to Nemrod, depending on chamber pressure and distance from your quarry, the Clipper Mini can take anything from pan-sized fish to 20 pounders.

The Clippers all have the hand grip mounted midway along their length. While it isn't so important with the Mini, this reduces the length of gun ahead of the hand and, consequently, allows faster tracking of your target. With the Mini, it allowed me to hold the gun against my

## JUST IN CASE...

Strap On Nemrod's  
Clipper Mini

BY JIM WALKER



photos/Bonnie J. Cardone

# Birth of a Legend

Vikings boats were built for conquest. Their captains were risk-takers and explorers. They needed a vessel they could trust.

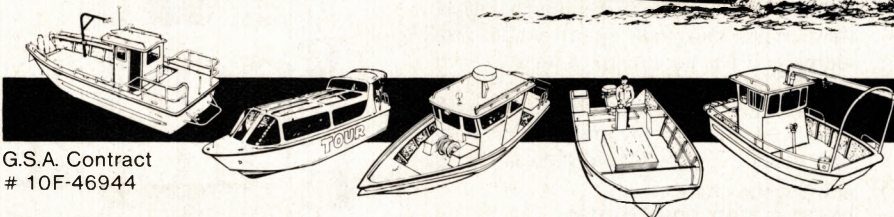
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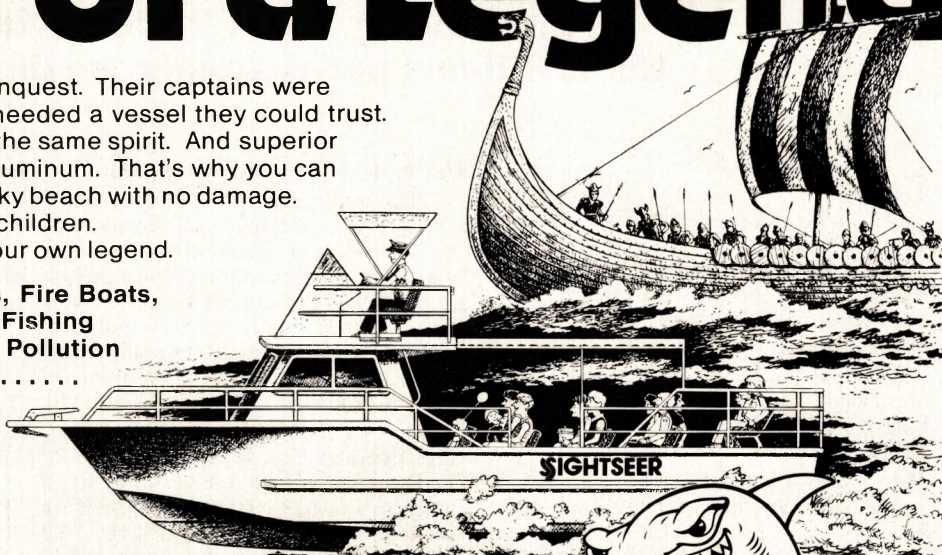
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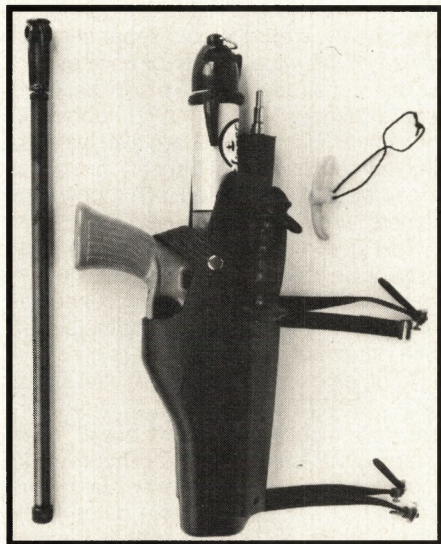
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chest and conceal my intentions. This handle arrangement also makes loading the spear into the gun easy, as you can brace the handle on your thigh.

The Clipper Mini is just 19 inches long. It weighs only two pounds, five ounces with spear and fires a 17 inch nickel plated steel shaft on a four and one-half foot long nylon shock cord. A spring on the shaft cushions the impact when it reaches the end of its tether.

The Clipper Mini has a nickel plated



steel trigger mechanism housed in a plastic handle. The body of the gun is aluminum and houses the rugged pneumatic chamber. A screw-on cap at the rear of the gun covers the pump attachment socket. The pump that comes with the gun can pressurize the chamber up to 20 atmospheres (about 75 strokes), however, this is much more than most people would need or could overcome safely to load the shaft. The gun comes pressurized at about 8-12 atm. I pushed it up about 50 more pump strokes, couldn't load the gun without standing on it, and let about half that extra pressure out. This was plenty of power.

The gun's trigger does not engage the shaft. It only releases the chamber, which forces the shaft out of the gun. To prevent the shaft from falling out of the gun when it's pointed down, the shaft butt slips into a small metal sheath inside the gun. The fit between shaft and sheath is a tight one. If you have trouble getting the shaft started into the gun, a little grease rubbed on the expanded ridge on the spear butt should solve the problem.

The Clipper Mini comes with a loading handle, which fits over the spear tip as you press the shaft into the gun. There is a rubber cord clip on the rear of the gun. The cord on my spear was a little long for one wrap from gun tip to butt and a little short for two wraps. Because of this and because of the relatively flexible cord

(Continued on Page 75)

# Ever Since You Were a Kid You've Wanted to Try It



Ever since you were a kid, you probably wanted to try scuba diving. Now you need only invest a few minutes to find out firsthand what diving is like. That's because our Discover Scuba experience can have you under water, breathing air, in no time at all — all in the safe and warm confines of a swimming pool.

Discover Scuba is simple, easy and fun. It's the most convenient way we know to experience the actual sensation of scuba diving. And if you would like to find out how easy it is to continue diving once you've tried it, we'll be happy to explain that, too.

You won't believe how quickly you can be scuba diving. The next Discover Scuba experience is surprisingly close and convenient.

To find out where you can start, just look in the Yellow Pages under *Skin* or *Scuba Diving* for a local PADI Training Facility. For a complete list of Training Facilities world wide, circle our number on this issue's reader service card or write PADI, 1243 East Warner Avenue, Santa Ana, CA 92705.







# The Substrobe 150 TTL

## Ikelite's Automatic U/W Strobe

TEXT AND PHOTOGRAPHY BY GERI MURPHY

Ikelite introduced the first Substrobe 150 in 1980. It turned out to be the most durable and dependable underwater flash in the entire history of the company and a real workhorse for divers. During the past six years, thousands of these units have found their way into the equipment lockers of divers around the world.

Ikelite has now produced a third generation of this hardy strobe. It features TTL flash automation and is called the Substrobe 150 TTL.

The basic design of the Substrobe 150 has not changed since its inception. It is a large, heavy duty underwater strobe capable of producing 150 watt-seconds of energy. Light coverage is extreme wide angle at 110 degrees and will work well with any Nikonos lens.

This is a multi-function strobe that offers a tremendous variety of options and combinations. There are three different power modes (manual) ranging from full power to half power to quarter power. The difference between each setting is the equivalent of one f/stop. The strobe can be set on slave mode and triggered remotely by another flash unit. The slave

will also operate at one of the three selected power outputs.

In addition to the power modes, the Substrobe 150 also features a built-in modeling light ideal for night photography, cave diving or the interiors of wrecks. It is also helpful during daytime dives, as the modeling light beam helps to aim the strobe accurately.

The major feature of the new Substrobe 150 TTL is automatic flash exposure control with through-the-lens (TTL) camera metering.

The TTL system inside the strobe automatically compensates for distance, f/stop, extension tubes and even filters. A silicone photodiode sensor deep inside the camera measures the amount of light passing through the lens and automatically signals the strobe to shut itself off at precisely the correct exposure. This procedure occurs in milliseconds through the use of computer chips and high speed electronic circuits.

For example, if the camera is loaded with ISO 100 film and the aperture of the lens is set at f/8, you could shoot the subject at a distance of one to four feet.

If you change the aperture to a setting of f/4, you could then shoot subjects at a distance of one to six feet. The automatic TTL function works well with any Nikonos lens or accessory including macro, close-up, standard and wide angle.

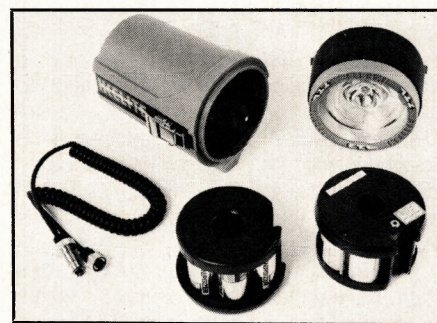
The Substrobe 150 TTL features a quick disconnect, interchangeable sync cord that is easily replaced. Ikelite manufactures a total of nine different detachable sync cords that will fit this strobe. The cords are compatible with Ikelite, EO, Nelson and Nikonos flash connections. There are even dual flash connectors for hooking up two strobes to a single camera. The sync cord is sold separately because of the wide variety of choices.

The Substrobe 150 TTL can be used with a Nikonos V in either TTL automatic or manual flash mode. It can also be used with earlier Nikonoses but only in manual mode or with the Ikelite Flash Monitor—a remote, non-TTL sensor.

This strobe can also be used with a variety of underwater camera housings. A new five pin sync cord housing connector is being developed for utilizing the strobe with other TTL cameras.

Another exciting feature of the Substrobe 150 TTL is the option of two different power packs. A ni-cad power pack offers quick charging (three hours) and repeated usage over several years. This popular power pack system dates back to the original Substrobe 150. The ni-cad pack will deliver 125 flashes at full manual power; more in the TTL mode.

The newest option is a dry cell power pack that contains six D-cell alkaline batteries. This option provides more flexibility for the strobe on boats and in isolated



**The Substrobe 150 provides 110 degrees angle of coverage. The sync cord, sold separately, can have nine different connectors. Above: The strobe components.**

areas where charging is impossible. The D-cell pack is also a handy backup for emergency use when you forget to charge your strobe. Fresh D-cells will deliver as many flashes as the ni-cad pack.

For more information and prices, see your local Ikelite dive store dealer or contact; Ikelite Underwater Systems, 50 West 33rd Street, Indianapolis, Indiana 88100; phone (317) 923-4523.



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# Florida Keys

SDM 1986 DIVE GUIDE

A full-page underwater photograph serves as the background for the cover. It depicts a diver in a red and black wetsuit, wearing a pink mask and a regulator, reaching out to touch a large, rusted metal frame of a shipwreck. The frame is heavily encrusted with green algae. The water is a deep, clear blue, and the overall scene is dimly lit, emphasizing the underwater environment.

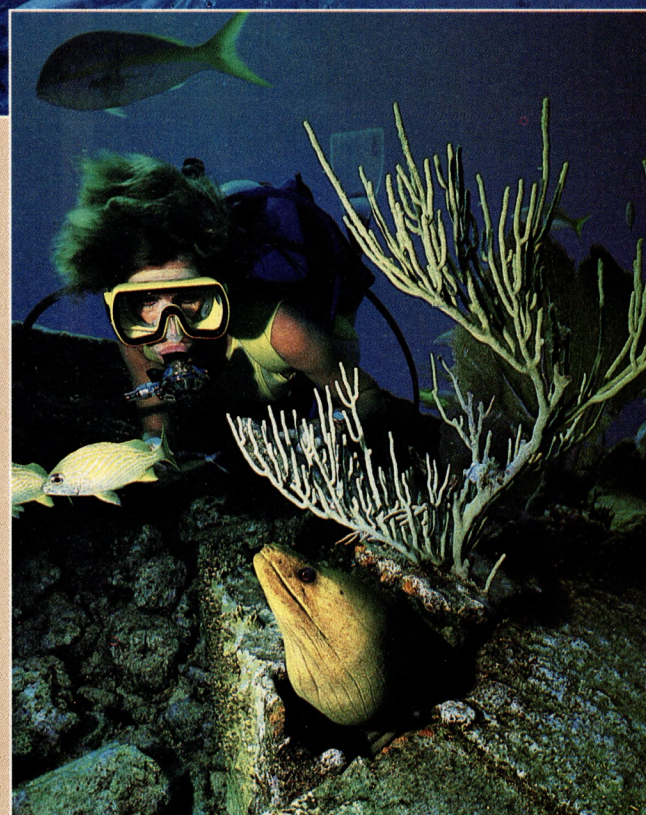
WRECK OF THE EAGLE AT ISLAMORADA





# Florida Keys

America's Stepping Stones  
To Coral Adventure



The primary appeal of the Florida Keys for divers is a magnificent underwater resource densely populated with all manner of tropical fish and coral. This is possible because of warm, clear waters that bathe the reefs, promoting coral growth. Most of the better sites must be reached by boat. Top: baitfish on the Barge wreck, Islamorada. Above left: An aerial view of Marathon, looking south. Above: A moray eel on the *City of Washington* wreck in Pennekamp Park. Left: Cruising pelicans.



**TEXT AND PHOTOGRAPHY  
BY STEPHEN FRINK**

The Florida Keys have been a traditional favorite of the traveling diver since the very earliest days of the sport. Today, however, the Keys are enjoying greater popularity than ever before. This can be partially attributed to lower gasoline prices, since these are The Islands You Can Drive To. No other tropical destination is as accessible by car. This might also be partially owing to a healthier national economy or an overall increase in the popularity of scuba diving and snorkeling. The fact there is a tremendous wealth of professional diving services in the Florida Keys, combined with a wide variety of lodging and dining options, also contributes. But the primary appeal today, as it has been from the start, is a magnificent underwater resource with clear, warm ocean waters densely populated with all manner of Caribbean reef tropicals and corals. And, all of these are within a 30 to 45 minute boat ride from shore.

One major requirement of any coral reef is the surrounding seawater should be within a temperature range of 61 to 97°F, with most of the active growth rates within a much narrower range. In the Florida Keys, the water temperature ranges from about 68°F in the winter to 85°F in the summer, ideal parameters for the growth of coral and human comfort.

Living corals are carnivorous animals that feed upon small floating or swimming creatures. But, since corals are sedentary, either currents or wave action is necessary to bring the nutrients in proximity. Tidal shifts, wave action and the effects of the Gulf Stream passing through the waters of the Florida Keys satisfy this requirement. The Gulf Stream also warms and cleanses the waters offshore, creating an ideal environment for the proliferation of corals. Strong sunlight and minimal sediment are the final requirements. With the average winter visibility in the 30 to 40 foot range, and the average summer water clarity ranging from 50 to 80 feet, these waters satisfy the biological needs of the coral colonies as well as the aesthetic needs of divers.

One of the most common questions asked by first time visitors to the Florida Keys is "Where can I go diving just offshore." The answer is virtually nowhere: not by conspiracy of dive operators to sell a dive boat tour to the reef, but by accident of nature. Most of the best diving is four to six miles offshore. The lagoon channel from shore to the reef is characterized by sand, turtle grass and the occasional scattered coral head. To see the best of the Florida Keys underwater definitely requires a boat, and to that end the Florida Keys have developed a sophisticated fleet of dive boats.

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# Florida Keys

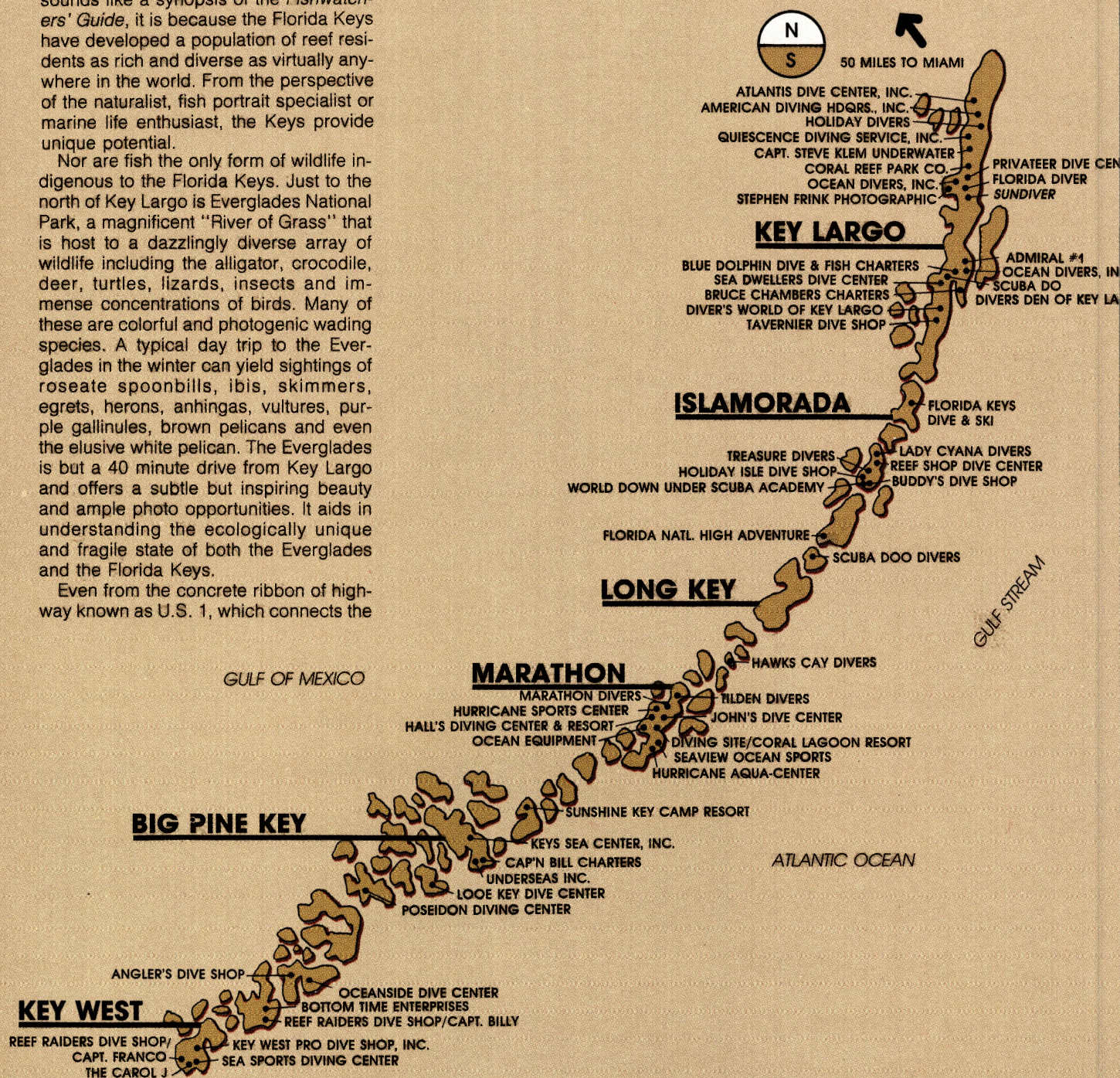
of fish life that best identifies the Keys' dive experience. The typical shallow reef is populated by massive schools of grunt, snapper, Bermuda chub and chromis, while schools of horse-eye jacks, Atlantic spadefish and even pompano make regular appearances. Individual reef species include squirrelfish, bigeye, filefish, parrotfish, angelfish, trumpetfish, barracuda, coney, hamlet, grouper, porkfish, spotted drum and high-hat, goatfish, butterflyfish, damselfish, wrasse, hogfish, triggerfish, trunkfish, eels and many others. If this sounds like a synopsis of the *Fishwatchers' Guide*, it is because the Florida Keys have developed a population of reef residents as rich and diverse as virtually anywhere in the world. From the perspective of the naturalist, fish portrait specialist or marine life enthusiast, the Keys provide unique potential.

Nor are fish the only form of wildlife indigenous to the Florida Keys. Just to the north of Key Largo is Everglades National Park, a magnificent "River of Grass" that is host to a dazzlingly diverse array of wildlife including the alligator, crocodile, deer, turtles, lizards, insects and immense concentrations of birds. Many of these are colorful and photogenic wading species. A typical day trip to the Everglades in the winter can yield sightings of roseate spoonbills, ibis, skimmers, egrets, herons, anhingas, vultures, purple gallinules, brown pelicans and even the elusive white pelican. The Everglades is but a 40 minute drive from Key Largo and offers a subtle but inspiring beauty and ample photo opportunities. It aids in understanding the ecologically unique and fragile state of both the Everglades and the Florida Keys.

Even from the concrete ribbon of highway known as U.S. 1, which connects the

Keys to each other and to the mainland, the prolific birdlife is visible. The eighteen mile stretch between Florida City and Key Largo is alive with herons wading by the roadside, kingfishers perched on the power lines and osprey with nests on top of telephone poles. The sawgrasses and mangroves that line this portion of the highway provide refuge for the tropical bird community and the shallow flats that parallel the road provide the nutrients. All along the entire 106 mile drive from Key Largo to the north to Key West at the southernmost tip, the birds of the Florida Keys are a fascinating complement to the scenic grandeur of the Atlantic Ocean to the southeast and the Gulf of Mexico and Florida Bay to the northwest.

The mangrove communities that surround so many of the islands in the Florida Keys provide yet another dimension to this natural wonderland. The mangroves have formed dense thickets by continuously sending new shoots in the water to augment the tangled prop roots and leafy canopy already existent. The seedlings will also drift on the tides to other shallow areas and may form new colonies, all of which serve to anchor and protect the land of the Keys from the forces of the sea. Beneath the gnarled roots live all manner of marine life, some of which may be indigenous only to the mangroves. Others may begin life and pass their juvenile stages within the protection of the mangroves before emerging as adults of





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# Florida Keys

the coral reef community. Lobster, grunt, snapper, barracuda, angelfish, hogfish, glass minnows, crabs and all sorts of invertebrate life are commonly spied in mangrove waters. While there may not be a coral reef just offshore, an expedition into the mangroves can be launched from shore or from an inflatable boat within the maze of mangrove canals. A day of mangrove exploration can be an entertaining and educational aspect to any Florida Keys dive vacation.

This year marks the beginning of a proud new facet of the Keys diving portfolio, wreck diving. Recognizing the tremendous efficiency of artificial reefs to attract and sustain massive fish populations, and also in recognition of the diver's fascination with shipwrecks, the Florida Keys dive community has begun an aggressive campaign to sink ships as exciting new dive sites. Key West was probably the first community to benefit from such shipwrecks as the *Alexander*, *Curb* and most recently the *Cayman Salvager*. Islamorada's *Eagle* and Marathon's *Thunderbolt* are the most requested dives in their areas and the fish populations these wrecks have attracted in as little as six weeks are incredible. The Key Largo community is rallying behind the acquisition of a vessel for their area.

Physically, the Florida Keys are comprised of more than 200 generally small and rocky islands covered with tropical foliage such as palm trees, hibiscus, bougainvillea, gumbo limbo, lignum vitae and wild grasses. The islands are separated by areas of confluence between the waters of the Florida Bay (and farther to the south, the Gulf of Mexico) and the Atlantic Ocean, but the main islands are joined together by the network of highway and bridges known as the Overseas Highway (U.S. 1). The Keys stretch some 180 miles from Biscayne Bay to the north to the Dry Tortugas to the south, but the bulk of the commerce and population centers around the 106 miles of Overseas Highway between Key Largo and Key West.

Today's highway is an engineering marvel of wide, safe bridges and well maintained roadway. The most spectacular portion of the trip is the Seven Mile Bridge, just to the south of Marathon. This is the world's longest segmental bridge. It is especially interesting to view the unimaginable expanse of aquamarine ocean to the east matched by a similarly immense Gulf of Mexico horizon to the west. There are vignettes of fascination throughout this drive, but there are also vignettes of tacky billboards and tasteless commercial development. Fortunately, there is more of the former and the lasting impression is one of wonderment.

To appreciate the trip today it helps to realize the historical perspective of Henry Flagler's "Railroad that went to Sea." Its construction began in 1904 and took more than eight years to complete. The country was most desolate and inhospitable in the early 1900s. Blazing a path through the swamp and mosquito infested wilderness was an awesome task. The railroad was never a profitable venture and the enterprise was finally abandoned after a small but fierce hurricane decimated the area around Islamorada. A great tide, driven by winds of up to 200 miles an hour smashed everything on Upper and Lower Matecumbe Keys and washed away more than 20 miles of railway bridges and causeways. More than 500 lives were lost. While survivors rebuilt their homes and the tropical trees grew back, the overseas extension was never rebuilt. During the next three years a highway was constructed over the old roadbed and across the viaducts and causeways. In 1938 the Overseas Highway was completed, an event which, more than any other, opened the potential for tourism to the Florida Keys.

All inter-Keys transit is accomplished along U.S. 1, and most addresses take the form of Mile Marker numbers. Originally the mile posts were installed along the old railroad bed. One is still standing in Big Pine Key, surrounded by a small fence denoting its historical significance. Modern Mile Marker signs appear as white numbers on a green vertical field and begin with number 126 one mile past Florida City on U.S. 1 and end with the zero marker on the corner of Fleming and Whitehead Streets in Key West. If you're ever lost in the Florida Keys (an unlikely occurrence), decreasing Mile Marker numbers denote a southerly heading and increasing numbers show a northern route. The Upper Keys are roughly clustered from Mile Marker 106 to Mile Marker 80, the Middle Keys from Mile Marker 60 to 40, and the Lower Keys from Mile Marker 15 to zero.

As mentioned, addresses often take the form of Mile Marker numbers, and most often will include the half-mile figure if appropriate. For example, a business might be located on the oceanside of the highway at Mile Marker 102.5.

While the Florida Keys has a tropical ambience, it is very definitely the United States. Therefore the passports, foreign currency and language problems that occasionally plague foreign travel are absent here. As might be expected, the electricity is 110 volts, 60 cycles and available 24 hours a day. There is ample fresh water. While it might be rather expensive for residents, visitors don't ever have to worry about drinking the water.

Most visitors either drive to the Keys, or fly into Miami International Airport and rent a car for the tour to the Keys. There is a jetport in Marathon and Key West, so it is possible to catch a direct or connect-

ing flight to either of these destinations. There are also several bus and limousine services that make airport transfers to the Keys. For those driving to the Keys for the first time from the airport in Miami, it is a short, easy drive. Take LeJeune Road south to 836 west. Go west to the Tollway (821) then south to U.S. 1. Motoring from the airport to Key Largo generally takes less than one hour.

While the Florida Keys may not have the distinct seasons that characterize weather patterns in the north, there are significant differences between summer and winter. During the winter the average air temperature is in the low 70s (°F), but can reach into the 80s during the day or occasionally drop into the 40s at night. In the winter it is more common to expect nighttime lows in the 50s, except for the three or four northers that annually visit the Keys bringing frigid air from Canada. In the summer the air temperatures may reach into the 90s during the day and the cooling effects of a dip in the ocean or the relief of air-conditioning are most welcome. Summer evenings are especially pleasant, usually in the mid 70s.

The water temperature begins to drop gradually by late September and will reach the yearly low of 69 or 70°F by February or March. Most people find a three-quarters or even one-eighth inch wetsuit to be adequate thermal protection at that time. In late March the waters begin to warm and by July and August will reach the mid-80s. In the summer divers wear wetsuits more for protection from abrasion than for thermal protection.

On a good day in the winter the lateral visibility can be in excess of 80 feet and the best days in summer bring water clarity in the 100 to 120 foot range. An average expectation for winter might be 40 feet; 70 to 80 feet in the summer. Wind may be the diver's enemy at times during the winter, but only rarely will a day of diving be lost to rough seas. In the summer the winds can drop to a whisper and the calm mirror of sea can deliver those special magic days of diving delight.

There is a wealth of non-diving activities in the Florida Keys, although the ocean's influence is never far removed. There are Jet Skis and sailboards for rent, as well as canoes to pilot through the mangrove lined waterways. There are both sail and power boat charters for day trips to either the oceanside or to the gulf for back-country excursions. Fishing is also big business in the Florida Keys and there is a well developed industry catering to the sportfishing enthusiast. Tarpon, permit and bonefish have been luring anglers to the Keys since the early 1900s. More recently, it is also the spectacular sportfishing on the oceanside for species such as wahoo, dolphin, blue marlin, white marlin, sailfish, amberjack, shark, grouper, snapper, swordfish, mackerel, snook and black fin tuna that reels in the tourist interest. There is a wide variety of



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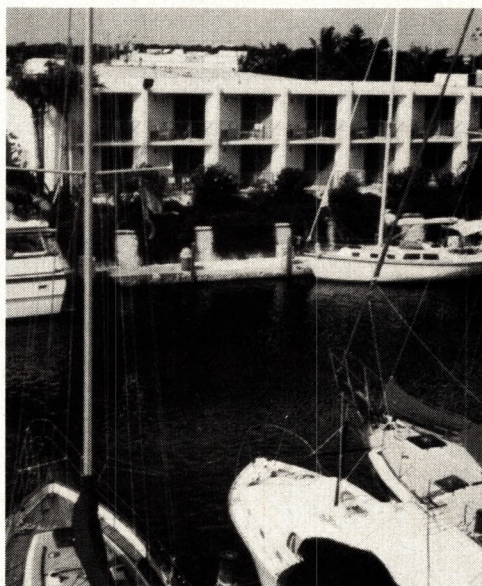
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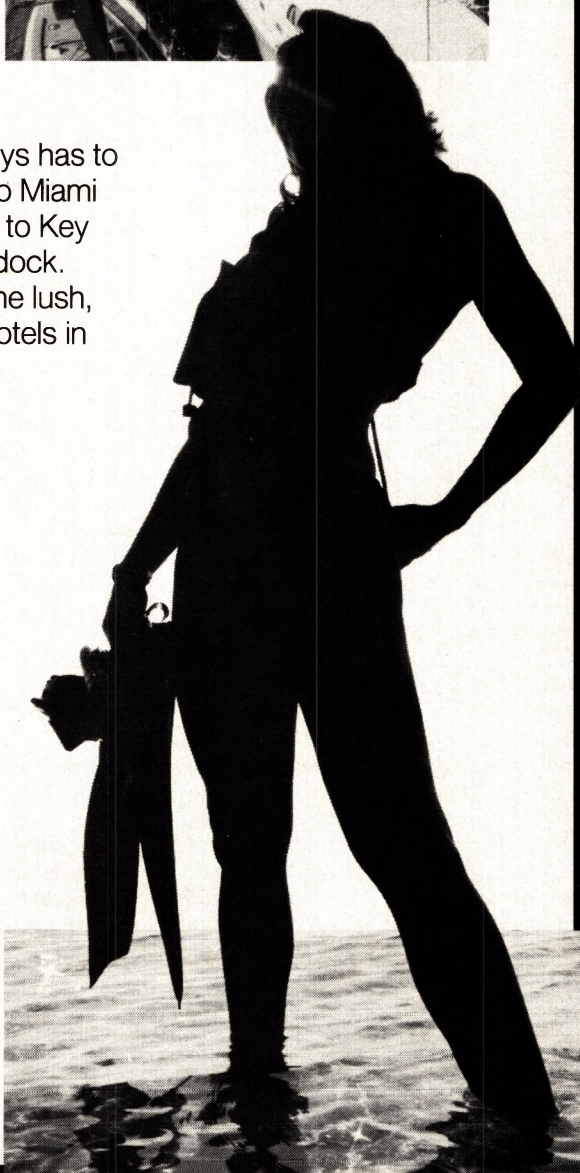
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# Florida Keys

vessels available for charter for both ocean and back-country expeditions and plenty of qualified guides to direct anglers to the hot spots.

Those seeking less active pastimes may join a reef tour aboard a glass-bottom boat; visit one of the several marine theme parks or aquariums; sunbathe at one of the many natural or manmade beaches; shop; or enjoy a wide range of dining options. Cuisine may be casual or elegant, fast-food or formal. Although fresh seafood is the most popular entree, it is also possible to obtain Italian, French, Greek, Mexican, Chinese, Japanese or any combination thereof.

For the visiting diver, the Keys have evolved a complete and sophisticated service industry. Because of the dependence on dive boats for reef transportation, there are many more vessels than retail dive facilities. Most of the major shops will have at least one, and in some cases three or more boats in regular charter service. There is also a number of dive boats, not directly affiliated with a dive shop, functioning on a freelance basis. The average Keys boat will range in length from 26 to 65 feet, and will accommodate between 6 and 48 passengers. The United States Coast Guard licenses both the captains and the vessels. Most of the crew will be first aid and CPR trained. The boats will have diver convenience features such as tank racks, dive platforms and ladders and ample deck space aft for gearing up. Many of the boats will also feature freshwater camera rinse, VHF radio, Loran, radar, depth finders and stereo. The Keys Association of Dive Operators (KADO) has been in existence for eight years with the purpose of promoting diver safety and operator professionalism, as well as to promote the Florida Keys as a dive destination. For more information regarding the standards of KADO member shops, write KADO, P.O. Box 1717, Key Largo, Florida 33037.

Given the comprehensive level of diver services available in the Keys, it is natural to expect the underwater photographer should be likewise accommodated. There are numerous one hour film processors throughout the Keys. E-6 processing is available in the Upper, Middle and Lower Keys. Many of the dive shops will have some form of camera rental and complete underwater video services have recently become available. Specialty instruction in underwater photography can be readily scheduled, as can virtually any other level of scuba instruction from resort course through master diver or instructor. If it has to do with the sport of scuba, it is likely to be available some-

where in the Florida Keys.

Each of the major areas of settlement—the Lower, Middle and Upper Keys—will have their own specific attractions both topside and underwater. The following will explore each in greater detail.

## LOWER KEYS

From a historical perspective, Key West was the first and most important center of civilization in the Florida Keys. One hundred thirty-seven miles from Miami and the southernmost point in the continental United States, Key West is a coral island barely four miles long and one mile wide, surrounded by a coral reef. The first settlers were the Calusa Indians, who were displaced by the more aggressive Seminoles. The relics and skeletons left from the vigorous war between the Calusa and Seminoles littered the island according to some historians. As the Spanish explorers landed on the island in the 16th century seeking a safe route through the Straits of Florida to the New World, they dubbed the island *Cayo Hueso*, the Island of Bones. Other, perhaps less romantic, historians attribute the appellation to the scattered remains of deceased cattle. But, from whatever origin, when Florida was ceded to England by the peace treaty of 1763 English settlers corrupted the name to Key West.

Key West has followed cycles of boom and bust since the mid-1800s. Early industries included salt from seawater evaporation, sponging and cigar making. By 1830 almost everyone in the community directly or indirectly made their living from salvaging the cargoes of ships wrecked on the reef. At that time the wrecking industry was so booming that Key West was the wealthiest city per capita in the United States. For more than 30 years the city was also the largest community in Florida. By the early 1900s regular boat traffic brought opera, ballet and theatre to Key West. In 1912 the Overseas Railroad connected the city with the mainland for the first time. Plans for Key West to emerge as the American Riviera were dashed with the Great Depression. Eighty percent of the island's population went on relief and, when the 1935 hurricane washed the railroad away, Key West began its bleakest bust period. Today is boom again and tourism is clearly responsible.

Diving is a big draw to Key West, but by no means the only attraction.

The resort hotels and guesthouses offer a fascinating array of lodging options and the restaurants are superb. There are museums, including Mel Fisher's engaging collection of treasure from the wreck of the *Atocha*, art galleries, live theatre, jazz clubs and great bars. Over the years Key West has expanded considerably and centers of commerce and tourist interest are found throughout the community. Duval Street remains the community's most lively thoroughfare, listed in Ripley's

Believe it or Not as the "Longest Street in the World." It stretches all the way from the Atlantic Ocean to the Gulf of Mexico (in reality but a few miles). Duval Street is lined with T-shirt and curio shops, trendy department stores, bars, restaurants, galleries and even a dive shop. On the street corners vendors hawk snorkel tours and harbor cruises. Nearby is the famous Mallory Square, home of the world's most colorful sunset watchers, if not the world's most colorful sunsets. While Key West still caters to its share of island eccentrics, the tourist population has been as much family and yuppie, as Bohemian and hippie.

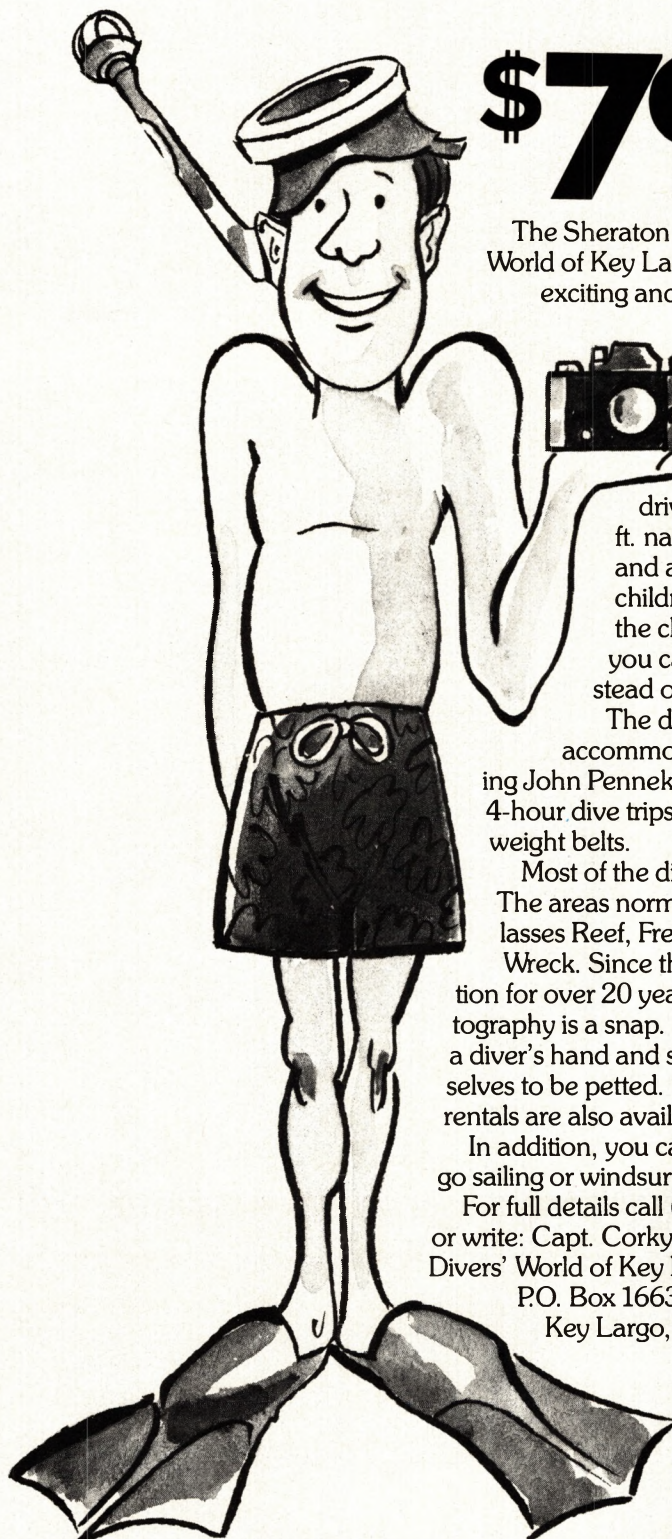
The Key West dive portfolio begins for most visitors at **Sand Key**. This is the destination of choice for many of the snorkel boats. Since it is close to Key West and marked by a huge lighted tower, it is easy to locate. There is a small island comprised of bits of ground up coral and shells with a shallow reef extending seaward in a spur and groove configuration. The coral fingers may rise to within five feet of the surface with sand gullies descending to 25 feet. There are huge concentrations of fire and elkhorn coral, as well as scattered aggregates of brain and star coral. The **Western, Middle and Eastern Sambos** are also popular reef dives situated to the southwest of Key West. The distance from Western Sambos to the Middle Sambos is about two and one-half miles and it is another one and one-half miles from the Middle Sambos to the Eastern Sambos, so these are considered distinct dive sites. While they may bear general similarities in that the depths will range from 25 to 35 feet with elkhorn, firestar and brain corals populated by large groups of parrotfish, angelfish, eels and other typical Keys reef residents, each area is also different. For example, the Middle Sambos are one of the best areas for lobstering and also feature a fairly precipitous drop-off from 30 to 60 feet on the seaward side of the reef.

**Ten Fathom Ledge** is nearby. While the Sambos and other popular Key West dive sites such as **Rock Key, Eastern Dry Rocks and Western Dry Rocks** are similarly characterized by a spur and groove formation of hard corals punctuated with seafans and gorgonians, Ten Fathom Ledge is more like undercut fingers of coral, archways and shallow caves. This is a particularly good spot to see loggerhead and hawksbill turtles, nurse sharks, grouper and clouds of yellowtail snapper. The sand bottom levels off at about 45 feet and the tops of the ridges generally rise to 30 feet.

The coral reef surrounding the **#1 Marker** is great for viewing fish life, especially barracuda, grunts, angelfish and porkfish. The corals are generally scattered in fairly substantial clumps, and the sand bottom is about 30 feet deep. Key West, however, is as well known for its wreck dives as its reef dives and one of



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Most of the diving is in 30-35 feet of water. The areas normally frequented include Molasses Reef, French Reef and the Benwood Wreck. Since the Park has been under protection for over 20 years, superior underwater photography is a snap. Fish will often eat directly from a diver's hand and some will actually allow themselves to be petted. Underwater video camera rentals are also available.

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Underwater and above, the Florida Keys offer a combination of natural and manmade sights that will delight the visitor. Left: Crow's nest on the wreck of the *Eagle* off Islamorada. Clockwise from below: Seven Mile Bridge; feeding a stingray at French Reef in Pennekamp Park; fish feeding, Molasses Reef; parasailing, Tavernier.





# Florida Keys

the new favorites lies nearby in 90 feet of water. The **Cayman Salvager** was built in 1936, a 180 foot steel hulled vessel designed as a buoy tender. It fell into disrepair and sank at its dock, was ultimately refloated and towed to its present site where it was sunk in April 1985 as an artificial reef. She originally rested on her port side, but Hurricane Kate set her upright. There is no superstructure, but the engine room is eerily accessible. The main props are gone but the side thrusters make for interesting photographic detail. There is a resident green moray living in the bow who has become quite approachable. Amberjack typically pursue baitfish along her upper decks. The reef is only about 10 yards away, so sometimes fish such as grouper will seek refuge on the ship and, at other times, stay in the reef crevices. Because of the wreck's proximity to the Gulf Stream, current can occasionally be a problem, but more often the Gulf Stream gently channels blue water over the wreck and enhances visibility.

The **Alexander** bears interesting potential as a dive site under the right conditions. Built as a destroyer escort, the **Alexander** sits upright in 35 feet of water on the gulf side of the island. Since it has been submerged since 1972, there is significant colorful growth on the wreck. Visibility is often marginal in gulf waters, but at times during the summer the lateral visibility can be as much as 45 feet. Occasionally in the winter, if it is rough on the oceanside, the gulf becomes a more desirable lee. There is a single five inch gun on the front, as well as dual 40mm anti-aircraft guns. The wreck is densely populated with schools of snapper and jack, with a resident jewfish, groupers and barracuda. Also sunk on the gulf side of the island are three more freighters and a four stack destroyer, all victims of Allied minefields during World War II. These wrecks are generally only divable in the summer because they lie one and one-half to two and one-half hours from the dock. Here there is likely to be some shark activity on occasion, and larger pelagic species.

The **Curb** is 360 feet long and rests on an even keel at 185 feet. The shallowest portion of the wreck is at 120 feet, so it obviously is not a dive for everyone. However, the ex-naval salvage tug is virtually intact. Since its sinking on Thanksgiving Day 1984, it has attracted significant fish populations. Some of the shops in Key West use dives on the **Curb** for their decompression diving specialties.

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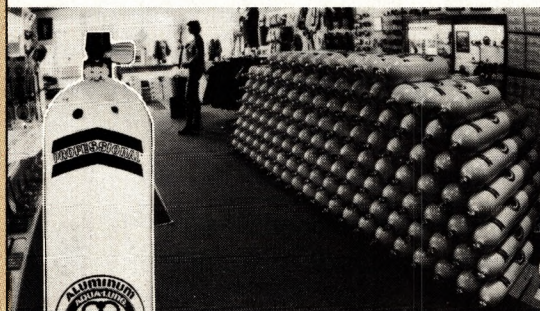


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# Florida Keys

activity occurs at Big Pine Key. Looe Key National Marine Sanctuary is offshore. Operators from Big Pine Key and occasionally from Marathon will visit this beautiful little reef structure. Named for the wreck of the HMS *Looe*, a frigate that ran hard aground on the reef in 1744, Looe Key is not a wreck dive at all: The pieces of the wooden ship have long since been salvaged or rotted and washed away. Rather, it is an exceptionally rewarding reef dive. Protected from spearfishing, coral collection, fish trapping, etc. it has generated spectacular fish populations.

The reef is typified by tall spur and groove coral formations in its main part. The reef line parallels the shore and is about three-fourths of a mile long, with depths ranging from just beneath the surface to about 40 feet. From 40 to 60 feet there is a gentle slope, then a surprisingly vertical drop from 60 to 100 feet. Soft corals and sponges adorn this mini-wall and divers have a good chance of viewing amberjack, turtles, snapper, grouper or even a hammerhead (rare) swimming off in the blue. There are mooring buoys on most of the best dive sites, so the reef is protected from damage from anchors. Apart from the heaviest centers of population and boat traffic, and protected as a sanctuary, Looe Key has developed into a very unique Keys dive destination.

## MIDDLE KEYS

Situated between the Seven Mile Bridge to the south and Long Key to the north, the Middle Keys are dominated by the major center of population at Marathon. Here the road widens to four lanes in some areas, there are stoplights (rare for the Keys) and there is even rush hour congestion along U.S. 1. Unfortunately, most travelers passing through Marathon see little else because the true beauty of the community is down its side streets and out to sea. Even though you can't go too far down the side roads before being faced with the ocean or the gulf, the residential areas are especially charming. In addition, there are tasteful resorts, golf courses, picturesque fishing marinas and some very lovely beaches.

The Marathon airport features daily commercial and charter air service from Miami and Key West. The lodging and dining options in the community are tremendously diverse and satisfying. Most of the diving is on the Atlantic side of the island, but under certain conditions excursions to the Content Keys on the gulf side are also run. This is not a short boat ride (almost two hours) but when the winds are howling from the south the gulf becomes a placid lake and the tour is an attractive alternative. Visibility is not likely to be exceptional, perhaps in the 20 foot



range and the water will be green rather than blue. There are scattered coral heads, some of fairly high profile, but there will not be the reef relief found on the oceanside. The primary attraction is the marine life, including angelfish, sergeant majors, groupers, snappers and especially lobster.

The dives along the Atlantic side of the Key are more within the standard dive profile of the operators in Marathon. These sites offer better visibility and more striking coral formations. One of the most exciting Middle Keys dives is not a reef, but the wreck of the **Thunderbolt**.

The *Thunderbolt* was purchased derelict in the Miami River and prepared for sinking by being cleaned of debris and having all watertight doors and hatches removed for diver safety. She was towed to a site south of Vaca Cut in Marathon and intentionally scuttled in 115 feet of water. Formerly a cable-layer, and most recently a research vessel, the *Thunderbolt* sits upright with her two bronze propellers barely above the sandy bottom. The ship is 188 feet long with a beam of 37 feet. The top of the wheelhouse is in 70 to 75 feet of water and inside are the fathometer and numerous artifacts. Many portholes were removed and given as gifts to financial contributors to the project, but many remain.

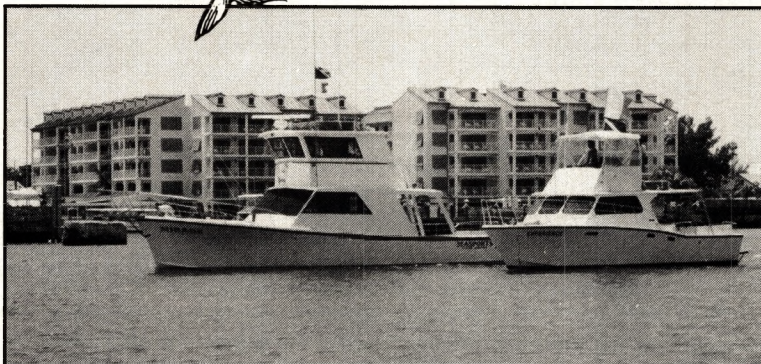
Within four days after the sinking, marine life began calling the *Thunderbolt* home. The algae began to grow; the small fish came to eat the algae; then the bigger fish came to eat the baitfish. I dove the wreck six weeks after the sinking and saw swarms of amberjack, a resident jewfish, grouper, yellowtail snapper, barracuda and several other species of fish. There were even fry hatched in the wreck; fish that will live, reproduce and die within this artificial reef. The *Thunderbolt* was sunk as a collaborative effort of the local dive and tourism interests, as was the *Eagle* in Islamorada. Both wrecks are absolutely fascinating dives. Both communities, Monroe County Tourist Development Council and the Artificial Reef Committee, deserve congratulations for their efforts.

The swingspan of the **Old Seven Mile Bridge** is another artificial reef project. While it may not have the romance of a shipwreck, it is nonetheless an interesting dive. With the metal gears encrusted with coral and sponge and spiny oysters adorning the maze of metal, there is ample color and excellent marine life.

There are other bits of scattered wreckage throughout many of the Middle Keys dive sites, but perhaps the most complete historical wreck is the **Boiler Patch**, or **Duck Key Wreck**. This is a popular dive for operators at the north end of Marathon or out of Hawk's Cay Resort on Duck Key and consists of a sailing vessel also powered by steam. There are four very large stacks, two boilers and lots of brass, steel and indefinable bits of wreck-

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# Florida Keys

age scattered over a 100 square yard area. Since the wreck is about one-half mile farther offshore than the reefline, the clear water from the Gulf Stream generally contributes better visibility. As is typical of most wrecks, the fish life is outstanding. The wreckage is in only 20 to 25 feet of water and about 60 yards away there stands one solitary coral head that is always packed absolutely full of grunts.

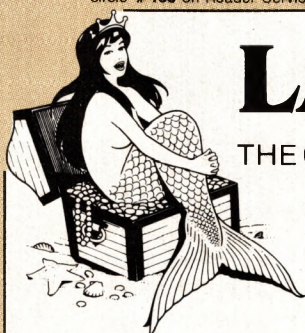
Marked by a 136 foot lighted tower, **Sombrero** is the most visible of the Middle Keys dive areas. Ease of location and quality of diving combine to make this the most frequently dived area off Marathon. The spur and groove coral configuration so prevalent throughout the Keys is particularly evident at Sombrero, with depths ranging from awash to 25 feet. There is a wide variety of hard corals such as pillar, elkhorn, brain, star and plate, as well as several coral archways and swim-through tunnels. This is a good place for fish photographs, especially around the cleaning stations. Barracuda can frequently be found stacked up in line for a cleaning. Grouper, eels, angelfish and healthy representations of other tropicals are common here.

**Coffin's Patch** is a collection of six semi-distinct reefs, each dominated by a specific type of hard coral. There are areas where elkhorn is very profuse; patches of staghorn; concentrations of brain coral; and, perhaps my favorite spot, the pillar coral portion. The collective reef area is large, perhaps four square miles, and most of it about 25 feet deep. **Delta Shoals** is another of the more than 30 dive sites visited by Middle Keys dive operators. It consists of spur and groove formations emanating from a sandy shoal at four feet and dropping very gradually to about 15 or 20 feet. Elkhorn corals are most typical in this area, although there are some interesting swim-through caves as well. The shallow depths at many of these reefs make them as appropriate for snorkeling as scuba, the ample fish populations make the reefs exciting for both.

## UPPER KEYS

The major dive communities in the Upper Keys are Key Largo, Tavernier and Islamorada. Each has developed its own representation of quality dive operations and favorite dive sites. There will be overlap among sites of course, but generally the businesses in Key Largo tend to dive within John Pennekamp Coral Reef State Park and the adjacent National Marine Sanctuary. Boats from Tavernier and Islamorada usually visit the reefs and wrecks to the south of the sanctuary.

The big news in Upper Keys diving is the artificial reef acquisition program that



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has had its most dramatic success with the sinking of the **Eagle** on December 19, 1985. The Artificial Reef Committee of Monroe County has long sought to provide artificial reef sites for the diving and sportfishing interests of the community and has had impressive success placing barges, bridge rubble and the like offshore. The effectiveness of these reefs as fish attractors is indisputable, but the local dive community rallied behind the sinking of a ship for obvious aesthetic considerations. A coalition of Upper Keys Chambers of Commerce, the Monroe County Tourist Development Council, the Artificial Reef Committee and concerned local business interests generated the money to buy, clean and tow the derelict vessel to its ecologically approved final resting spot in 110 feet of water off the coast of Islamorada.

The ship was prepared for sinking by removing any potential hazards to divers, cleaning the bilges and removing any refuse that might pollute the waters. Finally, explosives were placed aboard to send her to her final watery grave in a ball of fire. The **Eagle** now sits with her bow pointing to the north on her starboard side. The ship is massive—287 feet—and her beam assumes a 42 foot profile above the sandy bottom. Fish were attracted to the wreck almost immediately. Now the holds are literally packed with

tomtate grunts; Spanish sardines, amberjack, horse-eye jack, cobia and tuna cruise the ship's exterior. Parrotfish, hogfish, snapper and grouper swim about the cabins, passageways and holds. Color accents are provided by encrusting sponges, hydroids—even the beginnings of coral growth. That so much life can build on a barren steel hull in such a short time is amazing to me: It lends the strongest credibility to the entire Keys artificial reef program.

There is ample evidence of ancient shipwrecks in the area between Key Largo and Marathon as well. On July 13, 1733 a hurricane smashed and scattered 19 ships from Spanish King Phillip V's treasure fleet. While much of the treasure was salvaged by the Spaniards and more recent treasure expeditions, much certainly remains even today. From Islamorada the scattered artifacts from the **Herrera, Tres Puentes, Chaves, El Capitan, San Jose** and **El Enfante** can be found by those who know where to look. As recently as September 1985 sport divers on **El Enfante** discovered a few four reale silver coins. Cannonballs, pottery, deadeyes, spikes and copper sheathing nails might also be found among the piles of ballast stone.

While an ancient wreck may yield artifacts and a historical perspective, there will not be much left of a wooden sailing

ship after so many years. Anyone looking for a pirate ship with tattered sails and a skeleton shackled to the wheel will certainly be disappointed. For relief and superstructure, the wreck of the **Eagle**, the **Alexander Barge** or the **Artificial Reef** comprised of debris from the old Whale Harbor bridge are more desirable.

**Crocker Reef** is one of the popular reef dives off Islamorada and Tavernier. Boats will usually anchor in about 55 feet of water above a coral cliff. A spur and groove shallow reef begins a slope at 35 feet and drops gradually to 50 feet. At this point the drop is more vertical to about 80 feet. Along the mini-wall are not only schools of grunt and typical Keys reef dwellers, but good pelagic activity. Turtles, eagle rays, grouper, schools of mutton snapper, barracuda and hogfish are the more frequently observed species.

**Alligator Light** marks a fine shallow reef area. Nearby, the **Gully** features huge schools of grunt, good opportunities to sight nurse sharks and lots of parrotfish, filefish and other Caribbean tropicals. **Conch Reef** is typified both by shallow reef and mini-wall. The shallow area of the reef lies in about 35 feet of water and stretches for about a mile. Hard corals in spur and groove, lots of seafans and healthy fish populations are the primary attractions. **Conch Wall** drops from about 60 to 105 feet at about

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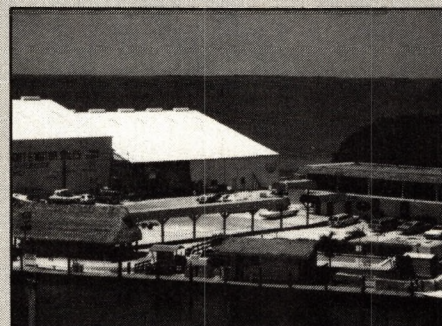
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## Florida Keys

a 70 degree angle. Here there are great barrel sponges, gorgonians and another fine opportunity to encounter pelagic life. Eagle rays and turtles are probably the most common, but an occasional bull or hammerhead shark may cruise through.

**Pickles Reef** is about equally accessible from Tavernier or Key Largo and consists of shallow waters in the 10 to 25 foot range and especially fine macro subjects, juvenile species and small reef tropicals. In a rough sea, Pickles is a poor choice because of the shallow depths and consequent surge, but when calm and clear, Pickles offers a unique and subtle charm.

The area off Key Largo, from the shoreline to the three mile limit, is technically designated as **John Pennekamp Coral Reef State Park**. This is the general name for what has become the world's most popular marine sanctuary. In reality, most of the diving is done in what is officially known as the Key Largo National Marine Sanctuary. The distinction is of no concern to the traveling diver and is an administrative difference. The bottom line is that with the Key Largo National Marine Sanctuary extending the area of protection from the three mile boundary to the edge of the continental shelf, six or seven miles offshore, the marine preserve is a massive underwater area of 188 square miles. The north/south boundaries extend nearly 20 miles. Within that area it is illegal to spearfish, collect corals, take live shells or in any way damage the corals. This includes intentional or accidental dropping of anchors in the corals. To prevent that occurrence sanctuary officials have installed an impressive system of mooring buoys.

The sanctuary administration is very progressive and, of course, conservation minded. The mooring buoy program is one example of its concern for the protection of a resource that is incredibly popular among traveling divers. Another example is the sanctuary's Underwater Photo Contest, being held over the summer of 1986 in an effort to publicize the underwater beauty of the area. Sanctuary officials are working in close cooperation with the dive shops of Key Largo and other tourism interests to bring several shipwrecks to the area as well. It is very likely that by the end of the year one or more wrecks will be added to the already impressive portfolio of dives in the Key Largo area. With more than 1.5 million divers, snorkelers, fishermen and boaters visiting the waters of Pennekamp Park and the Key Largo National Marine Sanctuary over the past year, the lure of the destination is obvious, as is the necessity to protect it from abuse.

In order to adequately tour the Penne-



kamp Park area (the generic term for the area within either state or federal protection), consideration must be given to the sheer size and number of potential dive sites. A full week is not too much to devote to these reefs and many of the dive operators are working in concert with local hotels to create price incentives for a week-long visit. Some dive shops tend to dive the south end of the park, while others primarily tour the north end. There will be overlap among the reefs more centrally located, but for the most part run times to the reef dictate the predominant dive biases of each operation. It may be necessary to dive with several shops in order to thoroughly tour Pennekamp Park.

An overview of the primary dive sites in Pennekamp, beginning with those at the south end and working north, will include Molasses and French Reefs, the wreck of the *Benwood*, Grecian Rocks, the Christ of the Abyss Statue, The Elbow, and Carysfort Reef. Within these broad groupings are literally thousands of spots to dive. Some will be patch reefs, some mini-walls on the outside of the main reef structure and some will be the primary reef and marked by the more than 40 mooring buoys throughout the park.

Of these, **Molasses** is probably the reef best known by the average boater since it is marked by a large lighted steel tower. Named for the cargo of an old sail-

ing vessel that ran aground in the shallows of the reef, Molasses still has bits of wreckage from various shipwrecks interspersed with a beautifully high profile coral system. There is an ancient windlass from a sailing ship at the dive site known as **The Winch** and the **Spanish Anchor** at the south end of the reef is further testament to galleon traffic in the area. The corals include elkhorn, star, brain, staghorn and fire clumped in huge mounds and around surge channels in depths from 15 to 40 feet. The fish populations of Molasses Reef are most noteworthy, with green and spotted morays, stingrays, jacks, Atlantic spadefish, angelfish, Bermuda chub, barracuda, porkfish, snapper, grunts and many, many others likely to be sighted on any given dive. Some of the dive operations in the area offer a drift dive in 60 to 80 feet of water off the deep end of Molasses. Here the opportunity to view pelagic life is greater, the water often clearer owing to the proximity to the Gulf Stream, and the sponge and gorgonian life more prolific.

**French Reef** also has excellent fish populations and high profile corals. It is the swim-through caves with grouper and copper sweepers inside, however, that probably best characterize the reef. Since the caves are carved out of the limestone rock that provides the substrate for the corals, and since the openings

are not obviously apparent, the mooring buoy system not only prevents anchor damage, but directs novice boat captains to the best portions of the reef. On French, like Molasses and many other reefs throughout the park, there are resident moray eels, Nassau and marbled grouper, porkfish, angelfish and lots and lots of yellowtail snapper.

The **Benwood Wreck** is not the classic wreck some of the newer artificial reef sites now display. The ship ran aground in water only 25 to 45 feet deep and her superstructure had to be dynamited as a hazard to navigation. The *Benwood* was torpedoed by a German U-boat during World War II and then rammed by another ship as she limped back to port. If ever there was a captain who had a bad day, it was the skipper of the *Benwood*, for she finally ran aground! *Benwood* is a boon to sport divers. Her 300 foot hull and scattered wreckage are encrusted by sponges and corals and provide refuge to swarms of glass minnows (seasonally), grouper, porkfish, moray eels, copper sweepers and grunts. The wide angle perspectives on the wreck are so dramatic the underwater photographer will have a difficult time forsaking the 15mm lens in favor of extension tubes: For those wishing to shoot macro, the *Benwood* is remarkably productive.

**Grecian Rock** and **Dry Rocks** are

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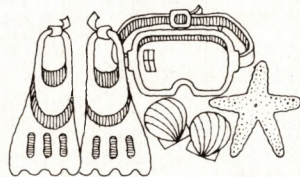
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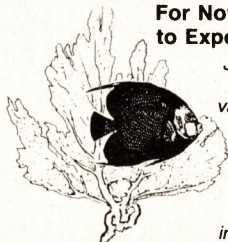
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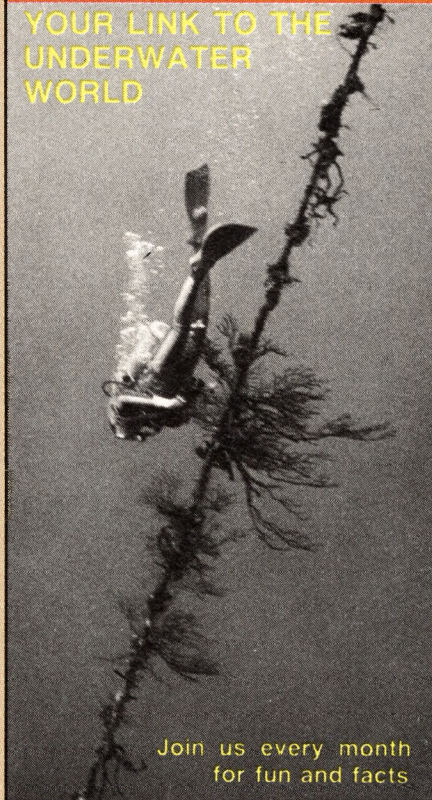
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# Florida Keys

both popular areas for snorkel specialty trips. Not only is the water shallow, but the corals and marine life are very rich. Since so many of the reefs throughout Pennekamp are relatively shallow, most dive boats will accommodate both scuba divers and snorkelers on the same trip. However, there is a number of daily scheduled excursions with destinations targeted just to the snorkeler. Nearby the Key Largo Dry Rocks area is perhaps the most recognizable feature of Pennekamp Park, the statue known as **Christ of the Abyss**. Mounted on a concrete pedestal in 25 feet of water, the Christ statue is nine feet tall and made of bronze. The statue's face is upturned and the arms outstretched to the sea and sun above. A replica of the statue underwater in Genoa, Italy, the Christ statue was donated to the Underwater Society of America by Egidi Cressi, the scuba equipment manufacturer. It now sits in a surge channel with huge coral ridges on either side populated by a pet moray eel, a hand-feedable barracuda and concentrations of

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July 20th and 21st (2 days).  
May not possess more than six crawfish on July 20th nor more than 12 crawfish cumulatively for July 20th and 21st.



other classic Keys critters. The statue is about the northern limit for most of the operators from the south end of Pennekamp, just as operators from the north end rarely visit Molasses Reef. The Statue, the Elbow, and Carysfort Reef are the most popular dive sites for the shops operating out of the north end of Key Largo.

**The Elbow** is so named because the reefline juts out into the Gulf Stream like an arm bent at the elbow. Because of this intrusion into the normal shipping lanes, The Elbow has claimed its share of shipwrecks, much to the delight of scuba divers. However, since the waters at The Elbow rarely exceed 25 feet in depth, these wrecks have almost all been leveled to prevent them from being navigational hazards. Among my favorite Elbow dive sites is the wreck of the **City of Washington**. Not only does the wreck have interesting wide angle possibilities for placing a model among the deck plating or shaft collars that are so colorfully encrusted, but the fish life is amazing. Local dive operators have made pets of several green morays on the wreck and divers with experience can safely handfeed and handle them. There are also several barracuda who will likewise wait in line for a handfed bit of ballyhoo. On a good day, the *City of Washington* is like an under-

#### LIMITS

**Stone Crab Claws**—2¾ inches forearm. No trapping except under permit from the Department of Natural Resources. Legal claw or claws may be taken but live crab must be released.

**Oysters**—3 inches long.

**Crawfish**—Carapace measurement of more than 3 inches or tail measurement of 5½ inches. Crawfish must remain in a whole condition at all times while being transferred on, or below the waters of the state. The practice of wringing or separating the tail (segmented portion) from the body (carapace or head section) shall be prohibited on the waters of this state except by special permit issued by the Division of Law Enforcement. No egg bearing females. No spearing. It is unlawful to possess, have on board, or remove from the waters of this state, within any 24 hour period, more than 24 crawfish without first obtaining a crawfish license. No trapping except under license from the Department of Natural Resources.

#### RESOURCE ALERT LINE

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water circus with hordes of semi-tame fish and eels jockeying for the opportunity to perform.

The Elbow is marked by a lighted tower, just to the south is another scattered wreck and to the north is the **Civil War Wreck**. Comprised of a maze of wooden beams connected by iron pins, the Civil War Wreck is too small for more than six divers at a time, but there are two spotted morays who are quite used to being handled, an occasional green moray, slipper lobster, juvenile angelfish and huge schools of grunt and snapper.

**Glass Minnow Caves** is another exceptional Elbow locale. While the coral in the general area is quite good, there is one unusual coral formation that attracts swarms of glass minnows yearly. The minnows well up from within a swim-through cave and jacks and grouper by the dozen come in to feed on them. The photo opportunities at this site are spectacular, but they're a seasonal occurrence, usually in the spring and summer.

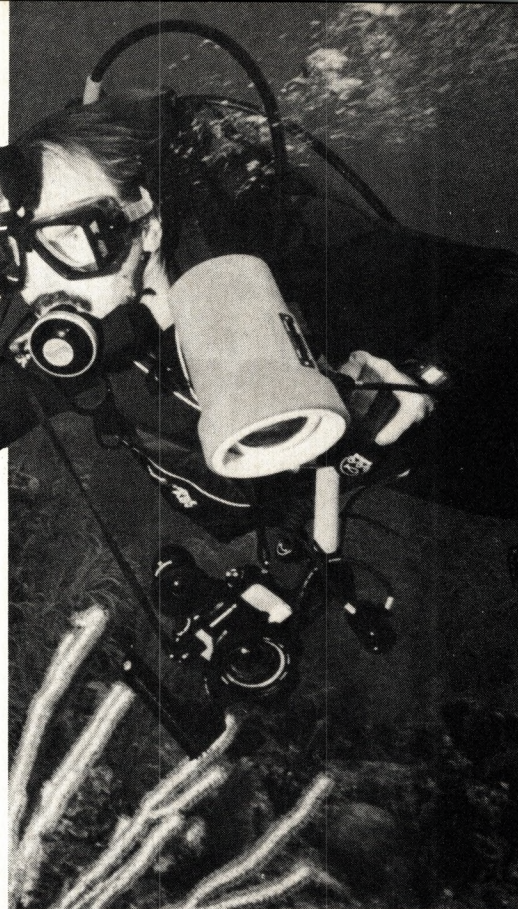
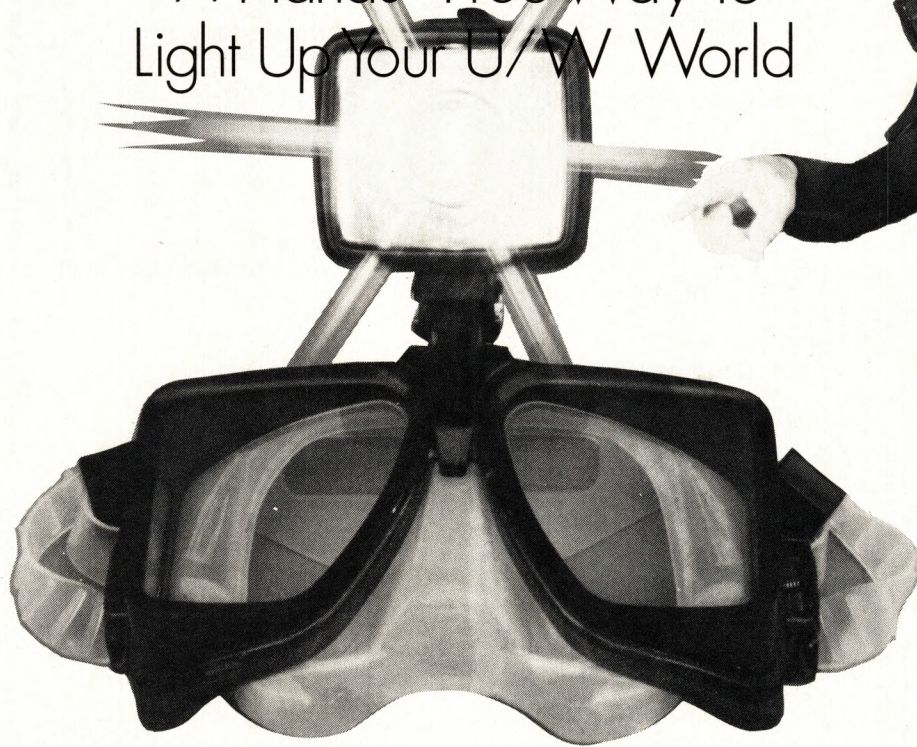
The northern boundary of Pennekamp is marked by the 125 foot lighted steel tower at **Carysfort Reef**. This popular spot is visited most often by the dive shops at the north end of the Key and also the dive operation based at the Ocean Reef Club. Named for the British HMS *Carysfort* run aground there in 1770, Carysfort has both a shallow and a deeper reef. The shallow reef is comprised of heavy concentrations of hard corals such as staghorn and elkhorn, brain and star. This reef is at about 35 feet deep. Then a fairly steep drop begins to about 65 feet where the reef becomes fairly concentrated again. Staghorn and lettuce corals are here in rich colonies. A 100 foot sand channel separates the deep reef from a second shallow reef, which then gradually slopes seaward. This is an unusual reef configuration for the Keys. Since the reef is at the extreme northern boundary of the park, it does not receive nearly the diver traffic of the southern reefs. These factors, combined with the rich, colorful fish populations to be found at Carysfort make the reef definitely worth the trip.

The Florida Keys have many strong factors to recommend them as a diving destination. The dive operations are quite professional, the support services are very complete, the lodging options are both diverse and of high quality and there are hundreds of restaurants to choose from. The weather is sub-tropical, the seas are warm and clear, the reefs are rich and fascinating and the new artificial reef program is especially exciting. This is the USA and there are none of the hassles of foreign travel and perhaps most conveniently, these are The Islands You Can Drive To! 🚗



# TEKNA I-BEAM

A Hands-Free Way To  
Light Up Your U/W World



TEXT AND PHOTOGRAPHY BY BONNIE J. CARDONE

**E**ver try to take a picture on a night dive? Even with close-up framers you have to guess where your subject is. How about trying to keep a light aimed on a lobster while you grab it? Such activities usually make you feel you could easily use three arms—or maybe four! Of course, the ideal situation would be a buddy who would hold the light while you do your thing, but slaves are hard to find. Unfortunately, most buddies want to grab bugs and take pictures themselves!

Tekna, scuba equipment innovator, has come up with a really neat way to throw light on your subject underwater. You don't need extra arms or a slave. All you need is an I-Beam. This is a compact, but very bright, underwater light that clips to one of three Tekna masks, leaving your hands free for photography, bug grabbing, etc.

The I-Beam is powered by four AA alkaline cells, which will provide up to two hours of continuous light when used with the custom Xenon, 12,000 candlepower bulb. The I-Beam is small, weighing just 8.5 ounces on the surface. It is two ounces positive underwater, thus, does not add any weight to the mask. It is 2.9 inches long, 2.5 inches wide and 3 inches deep. The housing is tough ABS

resin, the lens, Lexan® resin. Tekna says the I-Beam is waterproof to 200 feet.

The most skeptical people I know are divers. The I-Beam looked great, but would it really be useful? Most certainly!

On the surface, the weight of the I-Beam was barely perceptible; underwater, I couldn't feel it at all. The on/off switch has a lock for the off position, thus, it shouldn't ever be on when you don't want it to be. At the base of the light is a ratchet lock that allows five different position settings over a total of 90 degrees. Just push the ratchet lock button with your thumb and position the beam where you want it. Most of the time you'll probably want it pointed straight ahead.

According to Tekna, the parabolic reflector is a Computer Aided Design, that combined with the Fresnel lens, produces a laser-like focused beam. A series of concentric circles that form a dome, the Fresnel lens is in the center of the I-Beam lens.


The I-Beam has three mounting brackets that fit three different Tekna masks. The T-1791 I-Beam fits the Mask 1. This combination illustrates this article. The T-1792 fits the single lens Mask 2. The T-1793 fits the two lens, very low volume Mask 3. All of the masks have silicone



A tiny, powerful light, the I-Beam clips to a Tekna mask, leaving your hands free for photography, lobster catching, etc. Powered by four AA cells, it uses a Xenon gas bulb. Top photo: Steve Madaras and I-Beam. Below: The components—lens, battery pack, housing.



skirts and come in a variety of colors.

If you're all out of buddy/slaves and have only two arms—but love night diving, cave diving and just seeing the colors of things underwater—you'll want to check out the I-Beam. Its suggested retail price is \$34.95 and you can see it at your Tekna dealer. 



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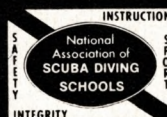
We will provide you with a list of store owners, resort managers, instructors and sales people who are working in the diving industry today. These people are graduates of the NASDS Instructors College.

Call our Placement Director at the NASDS Instructors College at (213) 595-5361.

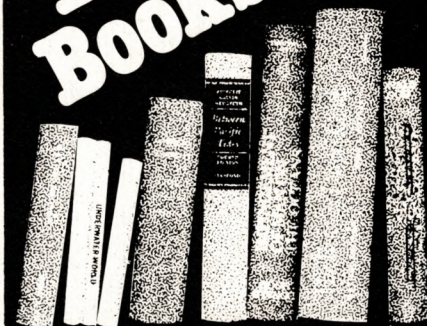
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## Divers Bookshelf



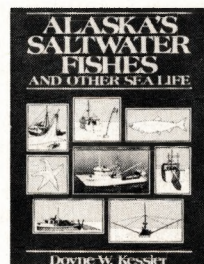
### GUIDE TO JAMAICA



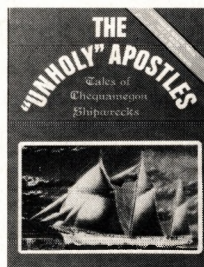
including HAITI

HARRY S. PARISER

**Guide to Jamaica**—By Harry S. Pariser, this guide to Jamaica and Haiti covers history, culture, customs, flora and fauna. Tourist attractions, festivals, holidays and religion are discussed. \$6.95 plus \$1.25 shipping. Moon Publications, P.O. Box 1696, Chico, CA 95927-1696.



**Alaska's Saltwater Fishes and Other Sea Life**—By biologist Doyne Kessler, this book is a field guide to the marine life of the North Pacific and Southern Bering Sea. Color photos. \$19.95 plus \$1 shipping. Alaska Northwest Pub., 130 Second Ave. S., Edmonds, WA 98020.



**The Unholy Apostles**—By James M. Keller, this is a history of shipwrecks in the Apostle Island area of Lake Superior. Accounts of each sinking are included with old black and white photos, maps and illustrations. \$10.95. Apostle Island Press, P.O. Box 751, Bayfield, WI 54814.

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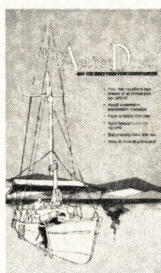
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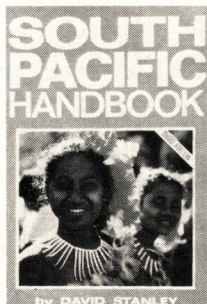
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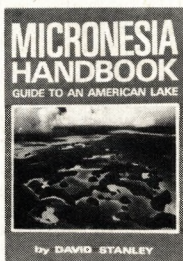




**The Active Diver**—By Bob Fowler, this book is full of helpful tips on dive club trips including: interpersonal relations, gear, resorts, packing, boats, marine life, customs inspections and more. Includes illustrations. \$12.95. Plankton Papers, P.O. Box 445, Wimberley, Texas 78676.



**South Pacific Handbook**—By David Stanley, the third edition of this handbook examines these lands in detail, including history, culture, climate, physical features, etc. Many maps and photos. \$13.95 plus \$1.25 shipping. Moon Pub., P.O. Box 1696, Chico, CA 95927-1696.

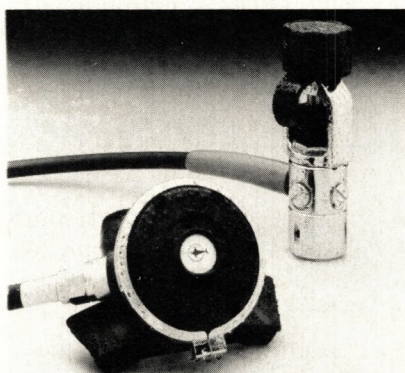


**Micronesia Handbook**—By David Stanley, this guide provides valuable travel information for and insights into these islands. Includes many maps and photos, plus history, culture and nature notes. \$7.95 plus \$1.25 shipping. Moon Pub., P.O. Box 1696, Chico, CA 95927-1696.



**There's a Seahorse in My World**—By Kathy B. Taylor, this illustrated children's book is a charming fantasy concerning a seahorse's interest in the world above the water's surface. \$4.95 plus \$1 handling. Island Reef Publications, P.O. Box 1896, Eagle River, Wisconsin 54521.

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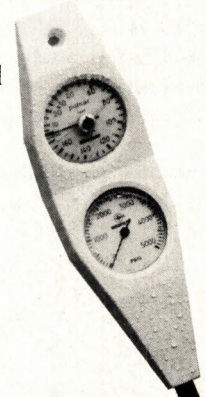
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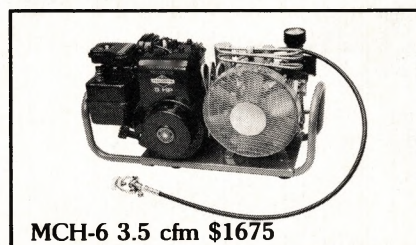
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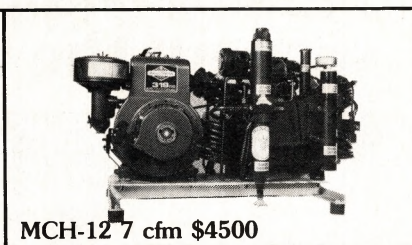
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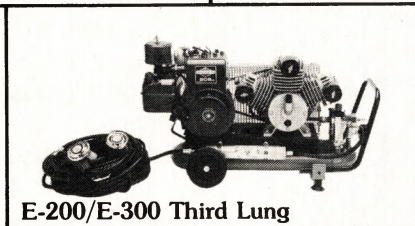


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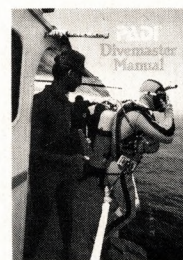
**The Nikonos Handbook**—By Jim and Cathy Church, this is a handbook for the Nikonos IV-A and V U/W cameras and both TTL and manual strobes. Each procedure is illustrated with black and white photos, color plates or diagrams. \$18.95. P.O. Box 80, Gilroy, CA 95021-0080.

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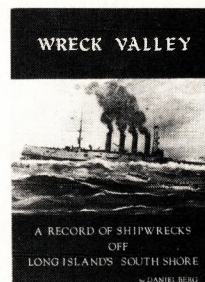


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**Shipwrecks of Lake Huron**—With a background on author Jack Parker, this book gives the dates and areas of sinking of more than 1,100 ships. The history of Lake Huron is examined. Maps and old photos. \$6.95 plus \$2 shipping. Avery Color Studios, Au Train, MI 49806.

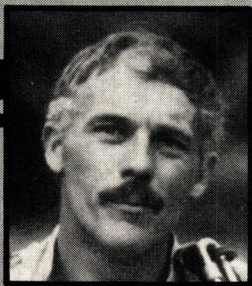


**PADI Divemaster Manual**—Written by Alex Brylske, this book covers course orientation, dive planning, dive management, student supervision, boat diving supervision, deep diving and specialized activities. \$15.95. PADI, 1243 East Warner Ave., Santa Ana, CA 92705.



**Wreck Valley**—By Daniel Berg, this book gives the location and describes a number of shipwrecks off Long Island's south shore. It includes many illustrations and photos. \$9.95 plus \$2 postage and handling. Aqua Explorers Inc., 22 Maiden Lane, Lynbrook, NY 11563.





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DIVE STORE	DATE
<b>RHODE ISLAND</b> Diver's Cove University of Rhode Island 203-822-9236 <i>Ed Resacher</i>	June 7, 8
<b>CHICAGO</b> Anchor International Inc. 315 W. Ogden Avenue Westmont, Illinois 60559 312-971-1060 <i>Bob Sheridan</i>	June 14, 15 August 23, 24
<b>CONNECTICUT</b> Orbit Marine Sports 3273 Fairfield Avenue Bridgeport, Conn. 06605 203-333-DIVE <i>Noel Vornha</i>	June 21, 22
<b>NEW YORK</b> Scuba Training & Equipment Centers 12 Bobby Lane West Nyack, N.Y. 10994 914-358-6250 <i>Ken Lindroth</i>	June 21, 22
<b>PENNSYLVANIA</b> Dudas Diving Duds 101 Bartram's Lane West Chester, Pa. 19382 215-436-0176 <i> Evelyn Dudas</i>	June 28, 29
<b>NEW YORK</b> Scuba Network 290 Atlantic Avenue Brooklyn, N.Y. 11201 718-802-0700 <i>Steve D'Apuzzo</i>	July 12, 13
<b>FLORIDA</b> Orbit Marine Sports 1683 So. State Road 7 No. Lauderdale, Fl. 33068 305-974-REEF <i>Bob Good</i>	Sept. 19, 20, 21



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## CLIPPER MINI

(Continued from Page 45)

clip, I followed Nemrod's suggestion and utilized a rubber band on the gun butt to secure the cord.

An optional holster is available for the Clipper Mini. This allows you to carry the gun and still keep your hands free for whatever other activity you might be engaged in, such as gathering abalone.

The holster comes with a knife and two adjustable leg straps. These latter have Nemrod's patented quick connection buckles. I wore the holster on my thigh without trouble, but it also has a loop at the top that can be slipped over your weightbelt or BC waist strap. (Make sure to arrange this so that, in an emergency, your weightbelt can be dropped without hanging up in the holster strap!)

The holster holds the gun and shaft in separate compartments, forcing you to carry it unloaded—a good idea. A snap-over strap keeps the gun in place and judicious use of the shock cord will secure the shaft.

The Clipper Mini requires only a thorough freshwater rinse at the end of your diving day for maintenance. Depending on use, the gun might be serviced every one to two years. This can be done at your authorized Nemrod dealer. It includes changing the O-rings and the oil in the chamber and might cost about \$25. The gun comes with a one year warranty covering any problems not caused by abuse. The suggested retail price for the gun alone is \$150; with the holster and knife it's \$180.

I found the Clipper Mini to be a well balanced, sturdy, powerful little gun. If you want to carry a speargun "just in case," it's perfect. If you want something larger, take a look at the other Clippers. They're at your Nemrod dealer. For the location of the dealer nearest you, contact: Nemrod Diving Equipment, 4520 107th St. SW, Everett, Washington 98204; (800) 824-0313.

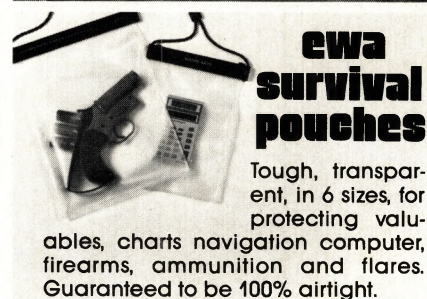
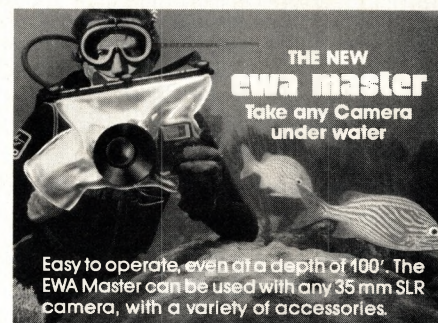
... I eased the Clipper Mini forward, drew aim at the kelpie and pressed the trigger—it didn't budge.

Saved by the safety, which I'd forgotten to click off, the bass decided I was too foolish to fool with and cruised off slowly. I didn't follow. I circled a big rock and headed him off. This time the spear shaft sped straight and true, reaching the bass just as the shock cord halted the spear's progress. The slight discoloration on the kelpie proved my aim was as good as my distance estimation was bad.

Having raised a couple scales on his back, I was now faced with a rampaging, irate kelp bass. Fortunately he only turned and glowered at me momentarily before disappearing in the distance—but, if looks could kill. . . .

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ver-colored gear also photographs well. Jean-Michel Cousteau, responsible for much of the filming during the expedition, worked closely with U.S. Divers designers to arrive at the futuristic scuba costume. He said he is especially excited about its U/W photogenic qualities.

## POSEIDON NORTH AMERICA

Poseidon Sweden has opened a U.S. sales and service facility in North America. The new facility, named Posdive, Inc., will perform all the functions that Parkway Fabricators has performed in the past—with one exception: Posdive will import to the U.S. the Swedish-made Unisuit and Jetsuit. Additionally, Poseidon dealers will now have available the full line of Poseidon products.

Posdive Inc. is at 32 Main St., Port Washington, NY 11050; (516) 944-5333. Operations are directed by Craig Jennings.

## RESCUE COURSE

The Jackson County Rescue Squad Underwater Emergency Response Team, in conjunction with Dive Rescue, Inc. International, will sponsor a Dive Rescue II course at Western Carolina University July 28-August 1. This program is open only to graduates of Dive Rescue I or similar training. It will include crime scene evaluation, auto extrication, the use of lift bags for light salvage, deep diving operations and hazardous materials diving techniques. The class size is limited to 25 so early registration is advised (a deposit is required). Contact Dive Rescue, Inc. International, 2619 Canton Court, Fort Collins, Colorado 80525.

Lodging arrangements have been made with Western Carolina University Housing Department. For housing information contact them at (704) 227-7303 before July 20.

For more details on the Dive Rescue II

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
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course or lodging off campus, contact Reg E. Moody, Jr., Dive Team Leader, Jackson County Rescue Squad Underwater Emergency Response Team (704) 586-6192 or (704) 586-4014. 


## NORLANTIC PERSONNEL

Norlantic Enterprises, Inc., American manufacturer of diving accessories, has appointed new sales representatives for the South, Midwest and California.

Richardson Enterprises (Rt. 1, P.O. Box 387, Tuscumbia, Alabama) now represents Norlantic in the states of Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, North Carolina, North Dakota, Ohio, Oklahoma, South Carolina, South Dakota, Tennessee, Texas and Wisconsin. Contact Richardson at (800) 245-7674.

Representing Norlantic in Colorado, New Mexico, Utah and Wyoming is Steve Tietjen & Associates (2785 No. Speer Blvd., Denver, Colorado 80211; (303) 458-7999).

Tom Bird, of Huntington Beach, California is now representing Norlantic in California. He can be reached at 16151 Warren Lane, Huntington Beach, California 92649 or call at (800) 368-0687 or (800) 432-7451.


Dive shops are encouraged to call their local sales representatives or contact Norlantic Enterprises on its toll free order line (800) 922-DIVE. 

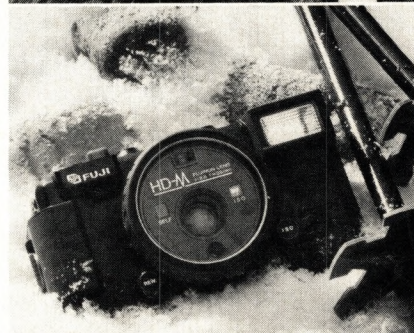
## REPUBLIC SALVAGE DEFENSE

At this writing, while holders of salvage rights to the sunken SS *Republic* prepare for this summer's extensive survey and dive on the wreck of that luxury liner, sunk off Nantucket Island, challengers have filed a court motion to intervene. A Liberian registered corporation, Marshallton, Inc., has filed a motion with the U.S. District Court in Boston against Martin Bayerle and Maritime Analysts Group Inc., of Martha's Vineyard, MA.

Bayerle, and his joint-venture partners Wolf Sub-Ocean Ltd., a major Canadian underwater contracting and engineering firm, had previously staked the claim, retrieved artifacts and completed one phase of survey work last summer utilizing an ROV. They have planned a final survey dive for this summer at the 260 foot deep wreck site. Actual salvage is slated to begin in those difficult waters in the summer of 1987.

Bayerle says that the opposing Marshallton Inc. filed its motion "only after we discovered they had committed unsafe, imprudent and illegal activity at the *Republic* site after we had closed our operations for the season."

The Martha's Vineyard diver's extensive international research into the mysteries surrounding the *Republic*, its 1909 collision and the alleged gold on board have attracted international publicity. 



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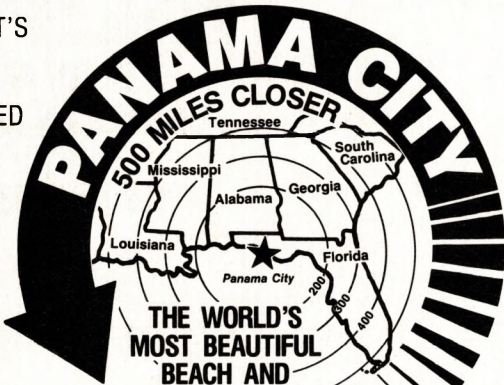


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## REEF AWARENESS PHOTO CONTEST

The living reefs off the Florida Keys are in danger of suffering irreversible damage from boats, anchors, and divers. The staff of the Key Largo National Marine Sanctuary believes divers would be more careful, when diving on the reefs, if they understood the consequences of their interaction with the reef. Therefore, to assist divers in becoming more aware of good reef diving habits, the sanctuary is sponsoring an Underwater Photo Contest and Reef Awareness Seminar Series this summer. The photo contest is presented in association with Nikon, TAG-Heuer, Underwater Kinetics, the Marine Bank of Monroe County and the Key Largo Chamber of Commerce.

The contest will begin July 1 and continue until August 28. The judges are Stephen Frink, Robert Holland and Rick Frehsee. Judging will take place on August 29, with awards, including slide shows, seminars and displays in the main ballroom of the Key Largo Sheraton Resort on August 30 at 7:00 pm.

Prizes will be provided by the sponsors. In addition, all contest entrants may receive discounts of ten percent on dive trips being offered by several dive shops in Key Largo. Two Key Largo hotels are offering special packages to contest entrants. Discounts for dive trips and hotel rooms depend on availability—reservations are recommended.

Entry forms may be obtained from the Key Largo National Marine Sanctuary, P.O. Box 1083, Key Largo, Florida 33037. For more information, call the Key Largo Sanctuary office at (305) 451-1644 or the Sanctuary Programs office at (202) 634-4236.

## CYLINDER INSPECTION COURSES

Professional Scuba Inspectors (PSI), in cooperation with NAUI, is offering visual cylinder inspectors a schedule of frequent classes for training in the latest techniques. Veteran equipment safety specialist Bill High and his partner, Bruce Higgins, created PSI to bring their many years of experience and their research over four years to inspectors in the field. In slightly more than two years PSI has trained more than 500 new and renewing inspectors in these improvements in information and techniques.

Courses are scheduled throughout the U.S. Interested cylinder inspectors can enlist a group of 12 or more persons in an area and host a course. For a course schedule or further information contact PSI at 6531 NE 198th Street, Seattle, WA 98155 or NAUI Headquarters at (714) 621-5801.



# SDM travel SECTION

As I placed the last of my Nikonoses into the boat's padded camera box, I glanced around the 42 foot *Pro Diver*. Near the freshwater shower a young couple chatted with their instructor about their upcoming introductory scuba experience. Near the stern mask rinse buckets, a group of divers discussed their dive plan; they intended to come out again that evening for the Friday Night Dive. Across from this foursome, instructor Larry Hatfield reviewed the operation of the wreck reel with his three students. Up forward, PADI course director Eleanor Klein listened to her students give their briefings. Judging from their performances, I guessed these divers would be attending the upcoming local Instructor Evaluation Course. I had always known Pro Dive ran great scuba trips, but I was surprised to see how many different classes also took place.

In many ways the Pro Dive PADI Five Star Development and Resort Facility is ideal. Both Interstate 95 and the Fort Lauderdale/Hollywood International Airport are within 20 minutes of the Pro Dive Shop. In the Bahia Mar Yachting Center, this training complex has its dive store, classroom and pool as well as Bahia Mar's hotel, general store and restaurants all in the same location. From the pool on the sundeck, one can view cruise ships off Fort Lauderdale's famous beach or watch stately yachts slide along the Intracoastal Waterway.

Bob Watson descended from the *Pro Diver's* bridge. Watson's the type of captain who will make you smile while simultaneously outlining the basic boat rules and diving procedures; he's an excellent balance of affability and professionalism. Besides identifying the location of handy features such as the head, the dry storage area, dive tables and fish charts, Bob reminded

## PRO DIVE OF FLORIDA

### Ft. Lauderdale's Scuba Headquarters

TEXT AND PHOTOGRAPHY  
BY MARK M. LAWRENCE



everyone of the availability of free sodas and icewater. After the first dive, this bar tap became very popular. On the way to the inlet we passed many elegant waterfront homes. In Port Everglades, at the request of passengers, Bob took the extra time to bring the *Pro Diver* close to a docked nuclear submarine. Instamatic and disc cameras clicked furiously.

That afternoon we dove the *Mercedes I*. Heading down the anchor line to this special wreck was a treat. Squadrons of curious barracuda hung just below the surface. Grabbing at drifting bits of food, yellowtail and bar jacks crisscrossed in midwater. Creolefish and chromis swam above the hull. Clouds of baitfish retreated to the shadows. In the hallways, white hydroids flourished. Recently a large green moray, affectionately named Molly by Brian Brooks of Undersea



Top: A diver peers through a hatch on a sunken barge. Above: The *Pro Diver* in front of the Bahia Mar Yachting Center. Above left: Greg and Loren Mackay in front of the Pro Dive Shop.

Sports, has taken up residence.

As I discovered later, the other Fort Lauderdale wrecks were equally impressive. The oldest artificial reef, the Houseboat, has the most luxuriant growth. Sitting in the middle of the sand flats, the Barges have become an oasis for nomadic groupers and hogfish. Although slightly smaller and newer than the *Mercedes I*, the *Rebel* has already attracted a great deal of marine life. By signing up for Pro Dive's wreck diver specialty course, many divers get to tour all these vessels. Larry's group was just beginning

(Continued on Page 102)





# BRAC & BACK



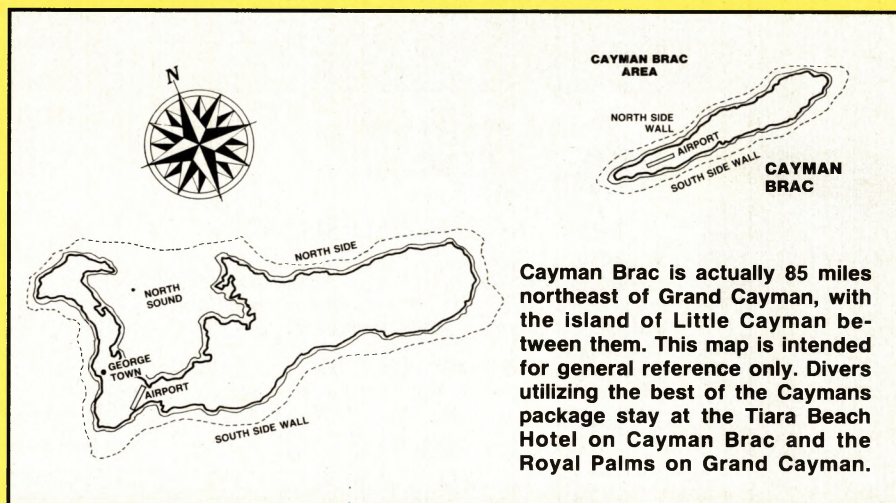
Top left: Allan Bloomrosen examines a yellow-green vase sponge at Sentinel Rock, Grand Cayman. Top right: The Royal Palms Hotel, Grand Cayman; one of the Royal Palms' beachfront rooms. Left: The Tiara Beach Hotel and pool, Cayman Brac. Above: A Tiara Beach oceanfront room.



I looked up. The sun broke over the wall's crest; shimmering rays reached down. Two French angels spiraled together in a slow waltz. On the next butressing coral finger a guide entertained a group of divers by coaxing a small arrowcrab from its lettuce coral home. Guests took turns holding the delicate crustacean. Eventually the guide returned the arrowcrab to its coral head. Just beyond this group, a diver began shooting photographs of his buddy hovering next to a black coral tree. After firing off a few frames, the couple began to head toward the main group. It was then I noticed the divemaster was pointing up. Clouds of exhaust bubbles rose from his group. My buddy grabbed my arm and signaled excitedly. Three large spotted eagle rays sailed along the wall. Unconcerned by our presence, one by one they glided down the sand channel beneath us. My buddy hooted gleefully into his regulator. I snapped a few frames.

This was, sadly, the last wall dive of my trip. During the past week I had actually dived on all three of the Cayman Islands. Despite the extra travel time (a short flight on Cayman Airways from the Brac to Grand Cayman), the tour was arranged so I never missed a dive!

When I had first heard that Don Foster and Peter Hughes had teamed up to cre-



**The Best of the Caymans package includes accommodations on both Grand Cayman Island and Cayman Brac. Cayman Airways now flies into the Brac. Right: Peter and Alice Hughes (left) and Don and Jill Foster.**



## Cayman's Two Island Package

TEXT AND PHOTOGRAPHY  
BY MARK M. LAWRENCE

ate the Best of the Caymans package, I was hooked. When my buddy learned that Scuba Tours, Inc., could send us for less than \$100 per day, he booked the tour. Presented with this unique opportunity to taste all of the Cayman Islands' special diving, neither of us could refuse. The vacation proved to be a super scuba smorgasbord indeed.

Cayman Airways now flies jets to the Brac. Several flights leave from Houston, Tampa and Miami each week. The short flight from Miami gave me just enough time to daydream about what would come. Perhaps my dive buddy, Sam, showed how best to leave the problems of modern civilization behind; he slept.

Having cleared Customs and Immigration at the Cayman Brac airport terminal, we found a taxi waiting for us. During the 10 minute ride I looked forward to relaxing at the hotel. Sam was looking forward to the welcome cocktail. Neither of us was disappointed.

Gathering up the new arrivals in the Tiara Beach Hotel lobby, manager David Feinberg led the group to the patio. Sipping our rum punches by the pool, we lis-

tened to David's brief but informative introduction to the island and orientation to the hotel's facilities. Although we were offered several meal plans, after Sam's quick calculation, and influenced by the pleasant aftertaste of the welcome drink, we opted for the "inclusive" program. It provided, among other benefits, unlimited use of bicycles and windsurfers, three full meals per day and an open bar.

After checking in with the dive store in the morning, we piled our dive gear on the front porch. From then on, our equipment was assembled and waiting for us whenever we boarded the boats.

*Island Fever* and *Ocean Fever* are large and comfortable deep V-hulls. There is plenty of room for camera equipment and a generous stock of cold sodas. As with most Peter Hughes operations, freshwater rinse and gear storage facilities are on the dock. The Peter Hughes Dive Tiara staff maintained the high standard of service that Hughes has established in other locations.

On the second day, we ran across to Little Cayman. Just as Captain Colin Tozer promised, the walls at Jackson and

Bloody Bays were magnificent. Jackson Bay's top averages 35 feet. Because Bloody Bay's wall reaches to within 20 feet of the surface, we were able to do a shallow second dive and still be 30 feet down on the wall!

Conditions are sometimes too rough to allow the crossing to Little Cayman, but that's really no problem because diving on the Brac is excellent. I particularly liked the southern reefs. Ten minute boat rides from dock to dive site can spoil you.

With its large kedge embedded across a coral cave, Anchor makes a wonderful dive. On the sand flats behind the wall's main ridge at Inside-Out, Sam corralled stingrays and flounder for divers' cameras. Donna Nawrocki from Dip 'n Dive in Buffalo, New York, found several conchs. While cruising in and out of the numerous coral caves and cuts in Manta Canyon, Sam and I came upon a sleeping turtle and a school of horse-eye jacks. The shallow dives were equally entertaining.

Back at the Tiara Beach Hotel, at the sunset Trivial Pursuit games held at the Turtle Pier Bar, Sam always displayed an  
(Continued on Page 118)





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## Mystery Of The Griffin

Chest Of Gold Awaits Discovery In Lake Huron

BY HOWARD M. DUFFY

**T**he *Griffin*—first major shipwreck in the Great Lakes—continues to attract the interest of divers seeking sunken treasure and ancient artifacts. This small sailing ship was built for the famous French explorer, Rene Robert Cavelier, Sieur de

la Salle, to promote early commerce on the Great Lakes. However, it hardly fulfilled its promise, for it was lost in a 1679 storm, on its first roundtrip, while returning to its base on the Niagara River.

Some historians believe the *Griffin* was

wrecked in Lake Michigan, off the present town of Frankfort in Benzie County, Michigan. If so, the vessel had blown far south of its course. However, Adrian L. Lonsdale and H.R. Kaplan, in their book, *A Guide to Sunken Ships in American Waters*, place this wreck at latitude 46-13 and longitude 83-42, indicating the *Griffin* might be lying on the bottom of Lake Huron's North Channel.

Unsuspected by La Salle, his name for the ship was most appropriate. In mythology the griffin is a creature half eagle, half lion, supposed to guard hidden treasure. The treasure in this case was a chest of gold coins stowed in the captain's cabin. Their value at the time of the disaster was estimated at \$12,000. Today, that value has risen astronomically. Also, the value of artifacts awaiting recovery, combined with the coins, would approximate the proverbial king's ransom.

Prior to construction of the *Griffin*, La Salle experienced a cash flow problem. The great explorer made amazing geographical discoveries, but his financial backers received no return on their investments. The solution to his problem of satisfying creditors was to build a ship able to traverse the Great Lakes and obtain furs from the Indians for trade goods.

So it was that La Salle established a small base on the east side of the Niagara River, above the famous falls,

(Continued on Page 88)



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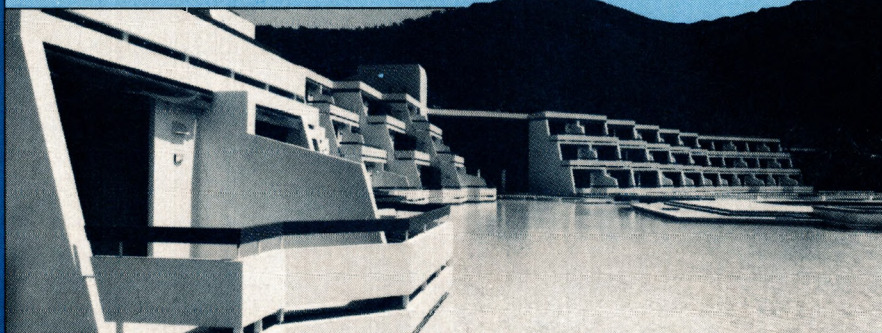


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## THE GRIFFIN

(Continued from Page 85)

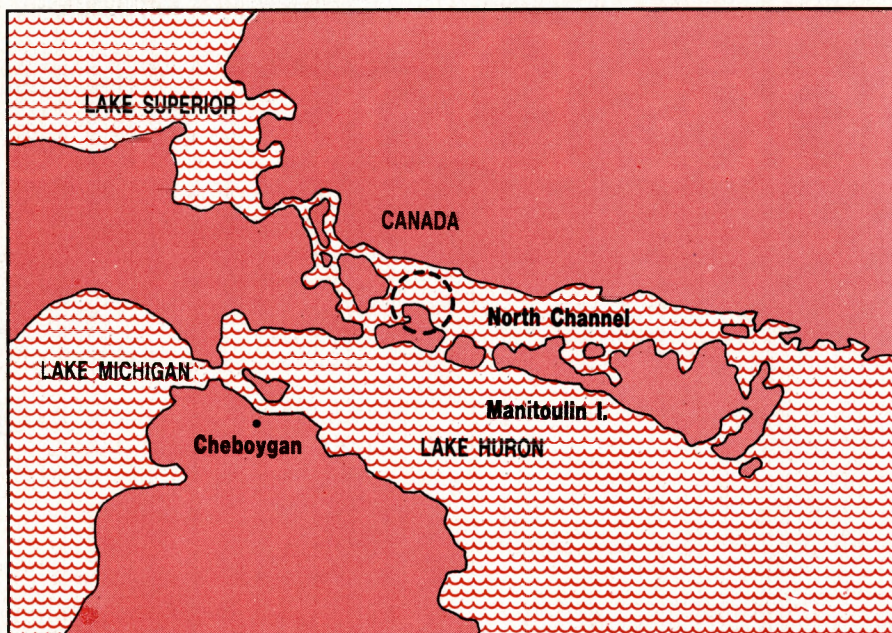
where the *Griffin* would be constructed. This site was at a point where Cayuga Creek enters the river. In charge of construction was Henri de Tonty, the so-called Man with the Iron Hand. He had lost his right hand in a European war and now had an artificial hand of metal.

The ship building began in 1678 and continued through the winter. Maitre Moyse, the head carpenter, set his crew to work on the ribs of the vessel. The blacksmith, designated by no other name than La Forge, set up his shop and fashioned the required metal fittings.

Building a ship in the Niagara wilderness from raw forest materials was a Herculean task. When winter arrived with a frigid assault, the Frenchmen were forced to clear snow from their work each morning before shaping the hull of the *Griffin*.

In spite of the severe weather, the keel of the ship was laid on January 26, 1679. La Salle asked Father Louis Hennepin to drive the first nail, but the priest declined this honor. La Salle then drove the nail himself, a key point in the construction of the first vessel to sail the Great Lakes west of Niagara Falls.

This project bloomed into a vessel of 45 to 60 tons. It was armed with five small



The *Griffin* is believed to be lost in Lake Huron's North Channel (in broken circle).

cannons on its deck. To assist the crew in navigating the ship past the Little Rapids and into Lake Erie, a wind blowing up the river was necessary. On the morning of August 7, 1679, when the crew awoke, there was a strong wind from the northeast. The precise moment had arrived! The sails were quickly set, and, with 12 men hauling from the shore, the *Griffin* was nudged through the Little Rapids.

Once into open water, the crew joined Father Hennepin in singing *We Praise Thee, O God*—followed by firing guns and cannons to celebrate their feat.

During the construction, curious Indians had gathered about the site to observe what they believed was a wooden monster. In fact, they considered the craft to be a thing of evil and even threatened

(Continued on Page 108)

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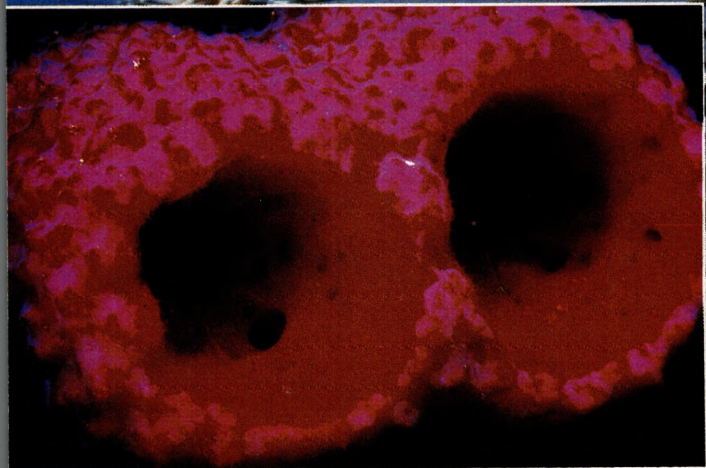
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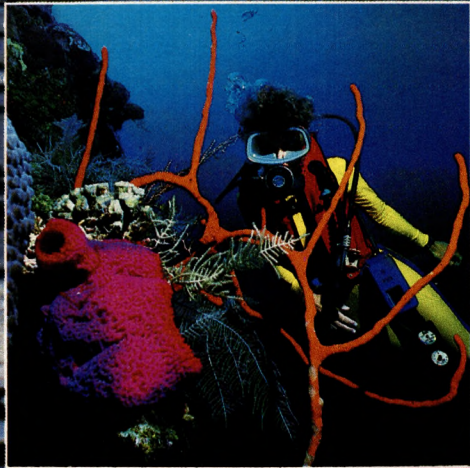




Babylon Wall



Brinkley's Wall

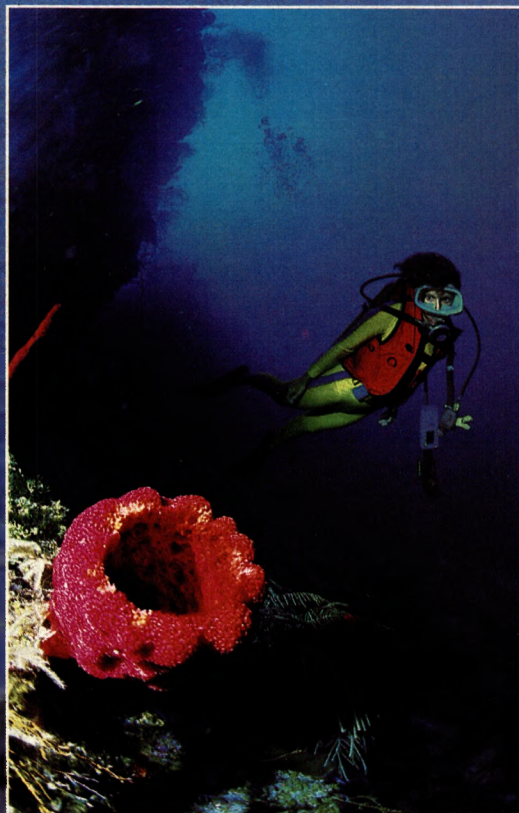




# CAYMAN AGGRESSOR II

The live-aboard dive vessel *Cayman Aggressor II* anchors over the famous Cayman North Wall, where divers can visit a half-dozen new drop-offs featuring incredibly colorful sponges.

Babylon Wall



## Diving The Caymans First Class

TEXT AND PHOTOGRAPHY  
BY GERI MURPHY

It was a sparkling, sunlit morning and we were anchored over a remote sector of Grand Cayman's fabulous North Wall. The sea was glassy calm and we eagerly slipped into our dive gear for still another new adventure.

The top of the wall was only 35 feet below the surface as Captain Wayne Hasson led our small group to the edge. We soared over the wall like young eagles, eager to test our wings. The face of the wall was spectacular—a veritable forest of great gorgonian fans and black coral trees the size of Christmas pines. An eagle ray silently glided by as if to herald our descent.

Barely 20 feet off the main wall stood a massive coral pinnacle rising up to within 40 feet of the surface. Its vertical sides stretched downward into the blue depths touching the slope at somewhere beyond 120 feet. It, too, was decorated in a pageantry of brilliant colors, as sponges and golden soft corals sprouted everywhere. Massive plate corals cascaded down its face like stony shingles on a castle.

As we touched the 90 foot zone, Wayne began pointing out the dazzling array of colored sponges. A cluster of blood red sponges clung to the branches of a giant black coral tree. A lush orange cup sponge perched on the edge of a plate coral looking like an ad for Sunkist.

So far, the dive had been impressive and truly representative of the very best Grand Cayman has to offer. But then we began to encounter the unknown. First, there was a vase sponge of strawberry hues. Next, came a fluorescent red double cup sponge I didn't know existed. One after another they came—brilliantly colored sponges, never identified or seen in any of the current marine books. We had entered virgin diving country. This was Babylon, the hanging gardens of the North Wall!

In all my years of diving Grand Cayman, I had never seen a wall so magnificent or colors so vivid. Here was a match for Palau, Australia or most any exotic reef in the world. I felt as though I had started a new chapter in the great book of Cayman diving adventures and it was only the third day of a one week trip aboard the new live-aboard *Cayman Aggressor II*.



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PHOTOS BY GERI MURPHY

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## AGGRESSOR II

At the conclusion of our dive we ascended to our waiting hotel, conveniently moored 35 feet above the reef. Yes, I said hotel, because that's what our host vessel felt like. We climbed aboard the diving platform, took a long freshwater shower, then advanced to the main deck and removed our dive gear. By the time we had entered the dining room, hot coffee, lemonade and generous slices of homemade chocolate fudge brownies were being served. What a way to end an exhilarating dive experience!

The *Cayman Aggressor II* is the latest and greatest addition in a brand new generation of live-aboard dive boats. These are sleek looking, aluminum vessels with modern high-tech equipment and spacious living quarters. The accent is on creature comforts and you will find just about every facility and service you would normally expect at a dive resort hotel. These ships are mini-hotels afloat and offer a whole new dimension to dive resort mobility. Now you can go to the best and most remote reefs in the Caribbean and take your hotel with you.

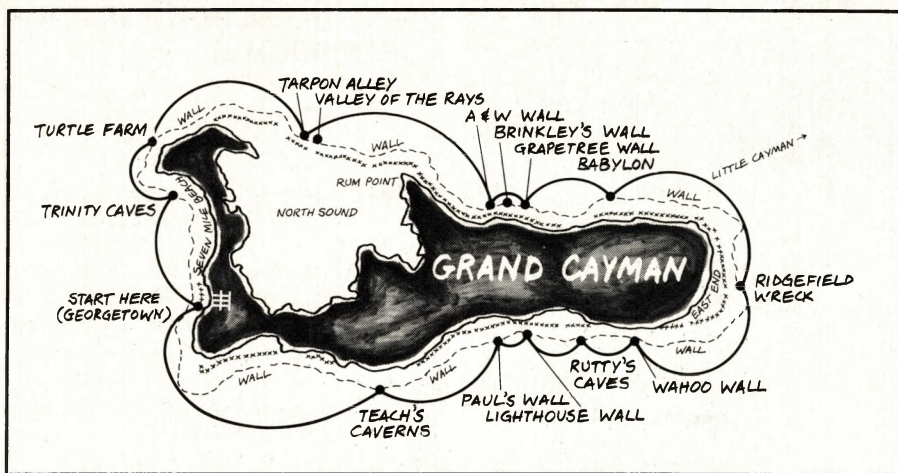
An exaggeration you say? Not really. The *Cayman Aggressor II* is immense. The vessel is 110 feet long and carries up to 18 dive guests, plus a crew of five. Sleeping accommodations consist of seven private cabins with double bunks and one cabin with four bunks. Each cabin is equipped with its own sink, mirror and storage cabinets. All of the cabins are air-conditioned, with individual louver control. Even the showers, heads and main corridor are air-conditioned.

The main dining room measures 20 by 30 feet and has beautiful wood paneling. Two long tables can seat up to 24 people. When not used for dining, this area is converted into a recreation center, complete with a 25 inch color TV, VCR tape player, dual slide projectors and a pull down projection screen. The area is also used for teaching advanced certification classes.

Above the main dining room is an equally spacious 22 by 35 foot sundeck, which is fully carpeted. The area is furnished with three brightly colored umbrellas and 24 lawn chairs and loungers. Just forward of the guest area is a large wet bar and barbecue for evening parties.

The diving area is equally impressive. It covers a 20 by 30 foot area and contains four rows of comfortable seats. Mounted at the rear of the seats are rows of scuba tanks—48 cylinders in all. Each seat is hinged and beneath it is a spacious three by three foot personal scuba gear locker for each guest so the decks remain clean and uncluttered at all times. There is an air station at the stern that can fill six tanks simultaneously. All of the tanks are aluminum 80 cubic foot cylin-





**The Cayman Aggressor II can reach any of the famous Grand Cayman dive sites as well as those less often visited because of long travel times from shore-based operations.**

ders, filled to 3,000 psi. Twin Mako compressors and a storage bank below decks help to keep the tanks topped off at all times.

The best thing about the *Cayman Aggressor II* is the attention to personal comforts. For example, there are two freshwater showers mounted above the stern platform so you can rinse off immediately after coming out of the ocean. There is a large freshwater dip tank at the stern for camera equipment. There is a special room for setting up your battery chargers for both dive lights and underwater strobes. The electric current in the charging room is carefully regulated at 110 volts/60 cycles. A drinking fountain just inside the dining room door provides icy cold water for dehydrated divers. Self-serve coffee, iced tea and lemonade are available throughout the entire day. Beach towels are provided in the diving area and fresh towels are delivered to the cabins daily.

Had enough? Well, there is more. This dive boat is full of surprises, including a fully stocked underwater photo rental department. They have everything from Nikonos Vs to 15mm lenses and the newest

Ikelite, Oceanic and Nikonos strobes. The ship has a scuba boutique with a wide selection of T-shirts, logbooks and other dive accessories. There is also a small library with magazines and paperback books, plus a growing video library of full length movies and TV shows.

The *Cayman Aggressor II* is also equipped with a full E-6 color slide lab. Film shot during the day is processed each evening and guests have an opportunity to view their strips of pictures on the four light panels that pull out from beneath the dining room tables. The pictures are then mounted in cardboard frames and can be projected.

The *Cayman Aggressor II* is truly a complete dive resort, built into a 100 ton ship. The major difference between this craft and the previous generation of live-aboard vessels is the tremendous amount of living space.

Who is responsible for the *Aggressor* concept? There are many who contributed to this dream dive boat, but the key people are Paul Haines, Burns Rutty and Captain Wayne Hasson—the three partners in this enterprise. Haines is a shipbuilder from Morgan City, Louisiana who

organized and supervised the conversion of the *Aggressor* from an offshore oil rig work boat to a lavish live-aboard. Burns Rutty is a successful Caymanian businessman who has been involved in diving for more than 30 years. Hasson is a former manager and divemaster of a well known Cayman dive resort. From their combined skills and experiences came the concept of putting a complete dive resort onboard a suitable ship. To date, two vessels have been built with this concept in mind: the *Cayman Aggressor*, and now the *Cayman Aggressor II*.

The pros and cons of live-aboard boat vacations have been debated for years. Yet, few have thought of a live-aboard in terms of a mobile mini-hotel. The *Cayman Aggressor II* has added this dimension to the long list of live-aboard advantages.

The aspect that impressed me the most was probably the no-hassle handling of dive gear. Once checked aboard the ship, dive gear and underwater cameras barely moved more than a few feet, while topside, all week long. The rear section of the main deck is well laid out for just that purpose. Scuba gear and tanks are stowed close to the diving ladders.

A large, three level photo table provides adequate space for Nikonos rigs, camera housings, strobes and video equipment. The photo gear is left on the table all week long, since the ship is totally secure. The battery charging station is barely six feet away. A large dip tank near the dive ladders allows a freshwater rinse of photo and other sensitive gear. Next to it are two coat racks for hanging and drying wetsuits. There is absolutely no need for lugging cameras or dive gear below deck to the cabins. And, the ease of getting ready for a dive is a pleasure.

A major surprise is the tremendous amount of room on the *Aggressor II*. This 110 foot long ship carries a maximum of 18 dive guests and a crew of five, yet you hardly see anyone except at meal time. The guests are spread out on three decks and the crew members are generally working behind the scenes (engine room, bridge, etc.) and are rarely visible.

Passengers are encouraged to make dives at their own pace. There is no crowding at the dive ladder since the guests generally form small groups of two to four divers and stagger their entry times. The *Aggressor II* generally anchors on a wall dive site for a minimum of two dives and sometimes all day. Guests are never rushed; they have ample time to complete their dives at their leisure.

There is no question that a live-aboard dive boat provides the opportunity for more diving. This is particularly true aboard the *Aggressor II*. The ease of diving and comfort of the private cabins allows the guests to conserve energy and be better rested for more diving. The more energetic guests (gorilla divers) will often make up to five dives in one day. The boat schedule allows for two morn-

**The Aggressor II's spacious stern platform provides easy entry and exit. The vessel offers the amenities of a hotel plus the convenience of accommodations at the dive site.**





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## AGGRESSOR II

ing dives, two afternoon dives and at least one night dive. Repetitive dive tables and bottom time are carefully monitored by each dive guest, and many use an Edge dive computer. Less energetic guests generally make three dives a day and still feel quite content. The typical *Aggressor II* cruise offers vacationers six days of diving, which could amount to 30 dives in one week depending on your desire and stamina.

And yet, the *Aggressor II* is not limited to just gung-ho divers. Nondivers and new divers enjoy it equally well. This is probably owing to the resort hotel atmosphere on board. Unlike most live-aboards, the *Aggressor II* does not disappear over the horizon, sailing off into the open seas. It spends most of the trip cruising around Grand Cayman, anchoring in calm coves and sailing close to the island. It is seldom more than one-half mile from shore. This allows nondiving guests to do a great deal of sightseeing, sunbathing and a little fishing. Small side trips in one of the *Aggressor's* two chase boats help make the week a fun filled vacation for everyone.

The biggest advantage of a live-aboard is its ability to reach virgin dive sites and this is where the *Aggressor II* excels. Grand Cayman is a fairly large island—it is 22 miles long and eight miles wide. More than 80 percent of it remains undeveloped and partially inaccessible. There are many remote areas of the Cayman Wall not visited by land-based dive operators because of the distance and traveling time required.

The *Aggressor II* is able to dive all four sides of Grand Cayman, including the West Wall (Seven Mile Beach), North Wall, East End and South Wall. The choice of sites depends on which way the wind is blowing and where the best visibility can be found.

There is a six mile stretch of North Wall (toward the East End) where Captain Hasson has discovered and charted at least one dozen new sites that are spectacular. At many of these the vertical wall comes to within 35 feet of the surface and is covered with a lush jungle growth of black coral trees, gorgonian fans, sponges and other exotic fauna. The South Wall is equally magnificent but slightly deeper. In several spots, the wall is more than vertical—it cuts back under the reef on a 100 degree angle.

In addition to visiting virgin sites and newly discovered locations, the *Aggressor II* also visits many of Grand Cayman's favorites such as: Tarpon Alley, Valley of the Rays, Turtle Farm and the wreck of the *Oro Verde*.

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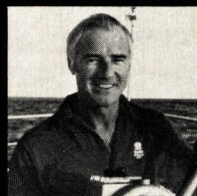
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## AGGRESSOR II

gets flat calm (as it often does in summer), the *Aggressor II* and *Cayman Aggressor* will make side trips to nearby Little Cayman. The voyage takes only five hours and can be done in half a night. Guests arise in the morning with the boat anchored over Bloody Bay Wall, which rises to within 20 feet of the surface. While I personally prefer the beauty and color of Grand Cayman's North Wall, many divers rave about the thrills and beauty of Little Cayman. On the *Aggressor* you can have it all.

The thing that makes the *Aggressor II* special is the way the diving is conducted. It is very personalized and extremely educational. With six years of experience, Captain Hasson and First Mate Anne Davis have compiled a tremendous amount of experience and knowledge about the dive sites. They take the time to share this information with their guests.

For example, at Brinkley's Wall, Captain Hasson will tell you where yellow seahorses live in the staghorn shallows. At Babylon Wall, he explains how the flashlight fish come out on moonless nights and rise to within 100 feet of the surface. He often guides his guests through a secret tunnel at Lighthouse Wall. At A&W Wall I have seen him find and photograph one of the rare Caribbean electric rays for a group of new divers. When the seas are calm at the East End, he will show guests the giant tarpon that live inside the watery hulk of the *Ridgefield* Wreck. Every dive is an adventure and every orientation lecture contains at least one fascinating anecdote.

The real clincher is the price. An entire week aboard the *Aggressor II* costs only \$995. This includes an air-conditioned cabin (double occupancy), three hot meals per day, snacks, all the diving you can handle, plus coffee, tea and lemonade all day long. The only additional costs are other beverages, camera rentals and film processing. As one guest has commented, "Dive for dollar, it is the best value for the money."

The *Cayman Aggressor II* is the flagship of Sea & Sea's fleet of world-class live-aboard dive boats. She and her sister ship, *Cayman Aggressor*, can be booked two ways. Information and reservations can be obtained by contacting: Sea & Sea Travel Service, 50 Francisco Street, Suite 205, San Francisco, CA 94133, phone (800) 348-9778; in California phone (415) 771-0077.

The owners of the *Cayman Aggressor* also have a booking office in Louisiana. The address is: *Cayman Aggressor*, P.O. Drawer K, Morgan City, LA 70381. For information or reservations phone (800) 348-2628.

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## SCUBA BOWL '86


Scuba Bowl 1986, the Cayman Islands' sixth annual dive training program, is scheduled for September 26-October 2. The traditional fly-by performed by a Cayman Airway's 727 jet, coinciding with the landing of some 30 boats along Seven Mile Beach, will again signal the kick-off of the program on Saturday, September 27.

The host hotel will be the Grand Pavilion, with accommodations also available at the Holiday Inn and Royal Palms Hotels. Prices for Scuba Bowl 1986 include hotel, diving fee, air fare from Miami or Houston, ground transportation and PADI promotional fees.

The tentative program will include guest lecturers Paul Tzimoulis and Geri Murphy of SKIN DIVER Magazine and Jeff Nadler of PADI. Lecture sessions are planned for each of the five days of the program along with daily diving. Evening social events, some including meals, and a few luncheon socials, sponsored by dive operators and hotels, will also be a part of the activities.

The 1986 event is sponsored by Cayman Islands Watersports Operators Association, Cayman Airways, the Department of Tourism for the Cayman Islands and PADI. As in previous years, Scuba Bowl is designed to introduce dive store personnel to ways they can increase profits with dive travel and become acquainted with others in the profession—while partaking of the best in diving combined with innovative training.


Participants this year will also be given the opportunity to take advantage of Atlantis Submarine and Research Submersible Ltd. submarine operations.

For more information and reservations, call or write Scuba Bowl 1986, 1243 E. Warner Ave., Santa Ana, CA 92705; telephone (714) 540-7234. 

## LA STREGA

Poseidon Ventures is offering a diving cruise of the Belize Barrier Reef and the Bay Islands of Honduras aboard the live-aboard vessel, *La Strega* in August. This program will feature diving at all three of the famous Belize atolls: Turneffe Island, Lighthouse Reef and Glover's Reef, and cruising down the barrier reef to the Bay Islands of Honduras, Utila and Roatan.

Divers will board the 86 foot motor yacht, *La Strega*, in Belize for the first ten day cruise ending with a return flight from Roatan on Tan Sahsa airlines. The second ten day cruise will begin in Roatan (the same itinerary in reverse) with a return flight from Belize.

For further information contact: Poseidon Ventures, 359 San Miguel Drive, Newport Beach, California 92660; (714) 644-5344, outside California (800) 854-9334. 



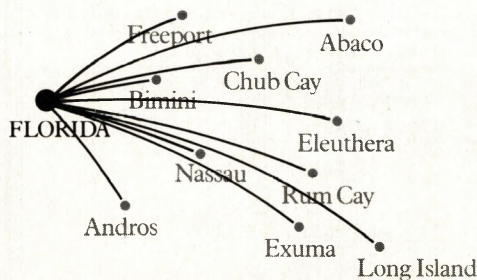
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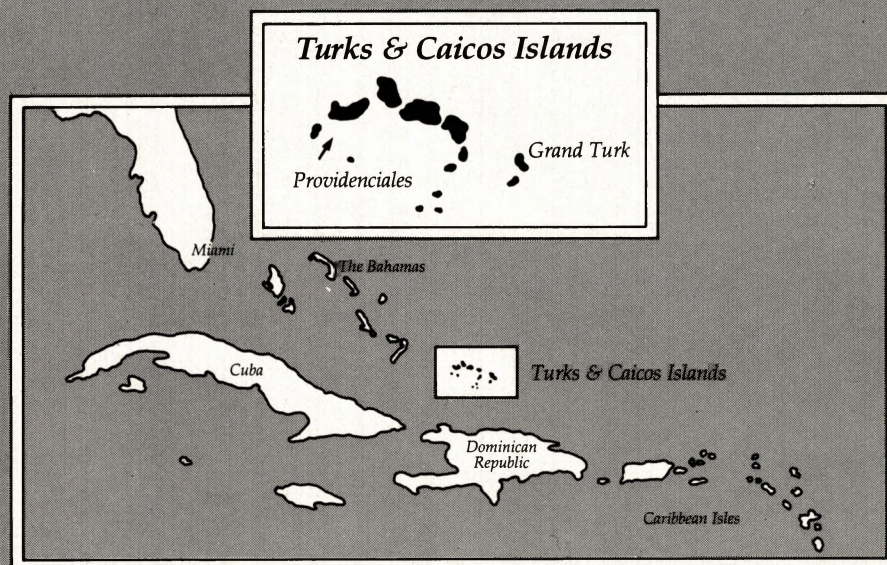
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<b>6/2 Tank Dives</b>	<b>\$899.00</b>	<b>\$760.00</b>	<b>\$615.00</b>	<b>\$694.00</b>

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The above package prices do not include airfare.



## PRO DIVE

(Continued from Page 79)

its class on the *Mercedes* wreck.

During the surface interval, Eleanor's trainees went up on the bow for more briefings. On the main deck, the rest of us spread out for some sun time. With music playing in the background, we swapped dive stories.

On Fisher's Pedestal we had a great anchor dive. Beneath the wide overhanging coral formations many small fish nervously milled about. A lone barracuda watched them. The young couple diving for the first time was captivated by the schooling grunts and fast-reacting Christmas tree worms. By the time we returned to the dock this pair had decided to spend the next five days getting their open water certifications. Larry's wreck divers were still talking about the *Mercedes*. Eleanor's class continued to discuss training procedures; their instructor testing began the next day.

While Captain Bob signed logbooks and helped people off the boat, the dive-master, Eric, had filled freshwater rinse buckets on the dock. All rental gear is handed out and returned right by the boat. All personal gear was carried to the dive store on the staff golf cart. They even give hitchhiking divers a ride. Once a



A scuba diver plays with a porcupinefish while on a Pro Dive reef trip.

guest signs in at the dive store, he/she never has to carry a gear bag to or from the boat!

The next morning, Saturday, Captain Bill O'Connell ran the *Pro Diver*. Like Bob, Bill is outgoing, friendly and very competent. He took us drift diving. *Pro Diver* turned reef divers into lazy divers. On drift dives the boat put us on the start of the reef system and at the end of the dive when we surfaced, it was waiting nearby. Depending on the strength of the Gulf Stream currents, divers sweep along

enormous stretches of coral reef. Bill let us explore Susan's Reef. It was my favorite. Schools of grunts and snappers flowed down the faces of the ledges. Among the basket sponges and seafans, I saw many photographic possibilities. In the natural amphitheater that marks the end of this reef, stingrays lay in the sand. I found the fish life to be just as diverse and dense on other dives at Hammerhead and the Hollywood Trench. At Nurseshark Ledge, named for the lethargic sharks that slumber under the over-

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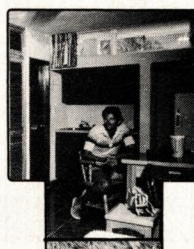
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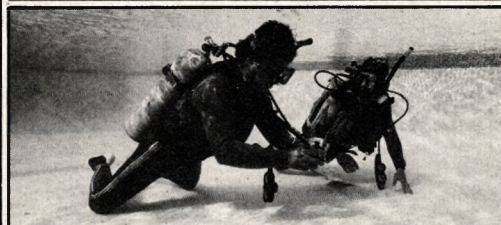
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## PRO DIVE

hangs here, we made our shallow dive. Shy burrfish and pufferfish hovered in the crevices.

People who like to spend their non-diving time doing something different should try parasailing. Bill's Sunrise Marina offers jet ski and runabout rentals. Off the beach, visitors sail Hobie Cats and Windsurfers. Every year fishermen seek record-breaking gamefish from the Gulf Stream waters. Along the Intracoastal Waterway, many marinas charter drift and sportfisherman boats. For people who prefer the feel of solid ground, Six Flags Atlantis theme park provides wet family entertainment. Ocean World visitors can actually pet a bottlenose dolphin.

Sunbathing requires the least energy. From as far away as Canada, tourists come to lie on the wide sandy beach.

Fort Lauderdale restaurants are superb. The Fifteenth Street Fisheries serves excellent seafood. Just reading the menu at either the Down Under or the Plum Room in Yesterday's is a gourmet delight. For slightly less formal evenings, try the Mexican fare at Carlos and Pepe's. When arriving by boat or car, Shooter's on the Intracoastal Waterway will gladly welcome you. If the wind is right, as the *Pro Diver* pulls away from its slip, you can smell the Bahia Cabana's hamburgers and conch fritters.

Sunday morning I slept in. On the afternoon excursion we went first to Torpedo Ledge. Here, the twin ledge system had a 10 foot relief. Floating along at 80 feet, some divers spotted sea turtles. Packs of yellow jacks and blue runners prowl the ledges. This is a favorite area during lobster season. On our second dive, we toured the HoJo's single ledge system. From the elliptical bowl at the drop zone, the impressive ledge runs both north and south. Just as I settled to the bottom, I sensed another presence. The *Jaws* theme reverberated across the reef top. Slowly a gigantic shadow crossed over me. It was the hull of the *Pro Diver*! An underwater speaker hung on a long tether; apparently Captain Bill and Eric had discovered another use for the diver recall system. As the boat sailed down the reef line, the crew changed the music.

During the ride back to the dock, I had a chance to speak with several of the divers. A husband and wife team had just completed their advanced class. The couple had been staying at the Fort Lauderdale Beach Holiday Inn. With one call to Dana Becker, Pro Dive's general manager, they had been able to book both their dives and their rooms. In addition to a welcome cocktail, they received a full diver's breakfast each morning. They rated the ocean view rooms as superior.

At the store I spoke with Greg Mackay. He was just as proud of the operation's

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instructional programs as he was of its resort status. As Greg pointed out, "Because of our facilities, if you have just two or three days, you can still earn almost any specialty certification including wreck, night, deep, search and recovery, U/W navigation or underwater photography. You can even earn an advanced certification over a long weekend."

Three divers entered the shop. This same group, that had been so serious about presentations for Eleanor on Friday, was now joking and laughing. Greg and I were quickly informed all three had just passed their instructor examinations. Obviously, visiting Pro Dive in Fort Lauderdale was not only a great way to go on a diving vacation, but also a fun way to acquire another level of certification.

Staying in Fort Lauderdale always makes me feel as if I'm in the Caribbean. Fortunately, the major differences are that you can drive here and you don't have to go through Customs and Immigration. With the spectacular wrecks and great drift diving, Fort Lauderdale has as much variety underwater as it does onshore. Pro Dive makes it easy. They also make it different. With more than 50 different reef and wreck sites, no one has to dive the same area twice.

For more information write: Professional Diving Schools/Charters of Florida, Bahia Mar Yachting Center, 801 Seabreeze Boulevard, Fort Lauderdale, Florida 33316; or call (800) 772-DIVE, in Florida, (305) 761-3413. ✉

## RUM POINT INN

Rum Point Inn, near Placencia, about 70 miles south of Belize City, Belize, has five cabanas with private bath and two queen size beds in each. The main lodge offers excellent meals, a full bar and a large library specializing in biology, history and Maya background.

Rum Point Inn has its own compressor, tanks, weightbelts and dive boats. Personalized items such as regulators, masks, BCs and fins are normally brought by the individual diver, although spares are available in case of emergency. The boats are outboard motor driven and designed and built especially for the area. They each carry four divers and equipment plus guide-driver. Other boats from Placencia, with drivers, are also available if more space is required.

As a break from diving, inland tours are offered to the Southern Maya Ruins of Lubaantun, Nim Li Punit, Santa Cruz, the new Jaguar Preserve and the Cockscomb Basin.

Rum Point Inn hosts George and Corol Bevier have spent most of their lives in the tropics and the last 14 years at Rum Point. For information contact George and Corol Bevier, Placencia, Belize, C.A. (phone 011-501-06-2017) or the U.S. contact: Tiley and Tiley, 1423 23rd Ave., San Francisco, CA 94122; (415) 752-8008. ✉



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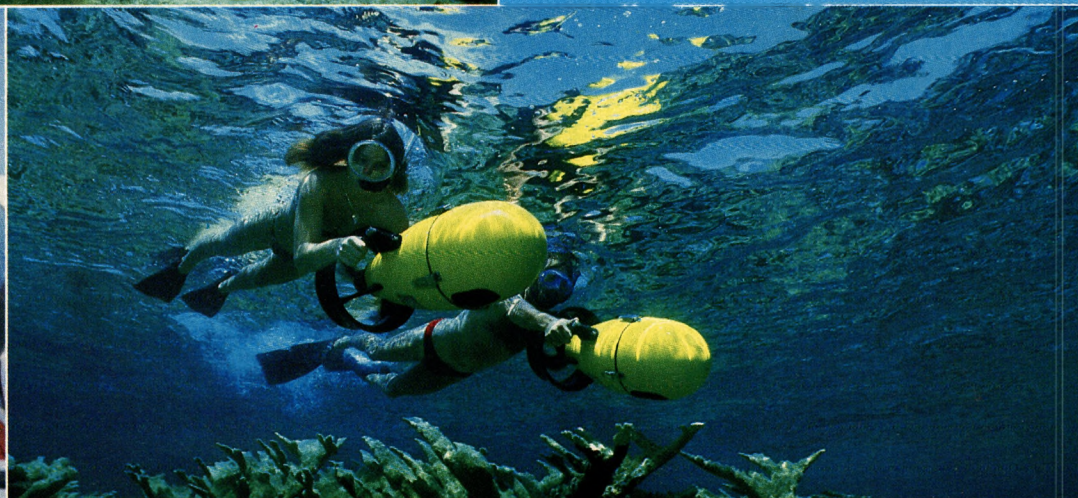




# Andros Beach Hotel



Top: Boat dock and beach at the Andros Beach Hotel. Above: Atlantic Coastal Airways offers regular charter flights from Ft. Lauderdale to Andros. Left: A diver photographs an elkhorn coral formation on the deck of the *Potomac*. Below: Neal Watson; snorkelers enjoy a powered excursion at Three Sisters.





**"H**ey buddy, what'cha doin'?" he drawled as I walked into his Fort Lauderdale airport office. I doubt I'm the only one who has heard that greeting, Neal has lots of buddies. I like being one of those buddies, he can be a good friend to have around.

In his mid 40s, Neal Watson has the body of a college wrestler; holds a master's rank in karate; flies his own twin engine airplane; operates three dive resorts; has doubled for James Bond in the 007 underwater scenes; salvaged Spanish gold from the bottom of the ocean; swam farther underwater on scuba than any other human being; has been a bar bouncer; has dived on the *Andrea Doria*; has wrestled tiger sharks; holds the world's record for gyrocopter flight dis-



## Forgotten Shangri-La Of The Bahamas

TEXT AND PHOTOGRAPHY  
BY STEVE LUCAS

tance and another for deep diving on compressed air. He is also about the most unpretentious guy I know.

I first read about this daredevil and his exploits in an Argosy Magazine article in the mid '70s. That story made him sound like an egomaniac (he is not) whom I really would never be interested in meeting. But it went into some detail about how meticulous he is about planning his various projects, especially those that concern diving. He has swum on scuba from Bimini to Florida (that's 50 miles) without stopping. In 1968 he set a scuba record that will likely never be broken by diving to 437 feet on compressed air, a project that took a full year of training. Talk about narcosis, when he speaks about that dive it is almost as if he is telling the story as an observer. If pressed, he'll admit he doesn't actually remember placing the pin on the line that would later establish his record!

So, what has all this got to do with Andros Beach Hotel and Andros Undersea Adventures? A lot. Neal's adventure planning ability has made him one fine businessperson who understands and talks the business of diving from a diver's side of the conversation. As a result, everything at this Bahamas island resort is planned around diving.

Barely 30 miles west of the Bahamas capital city, Andros is accessible by air from Florida or Nassau. In this nation of islands it is something special. First, it is the largest of any island in the Bahamas: 105 miles long by 50 miles wide. Sec-

ond, it is the major source of drinking water for Nassau and New Providence. More than one million gallons are shipped out by barge each day. Third, it is one of the few suitable islands for agriculture—practically everything that is commercially grown in the country is grown here. And fourth, it is fronted on the east by a 140 mile long coral reef. The Bahamians say it is the second largest barrier reef in the world and only one-half dozen miles of it have been explored.

Neal first noticed this pine tree covered island from his plane. Flying low, enroute from one of his other dive operations at Bimini to Nassau, he could see the arms of expansive elkhorn corals stretching to within inches of the surface—a reef so lovely it was accurately described by writer Barbara Currie as "an intricate Persian rug of varied blue patterns." The ocean can be rolling on the outside, but as soon as the surge hits the reef it is calmed by the protective corals. On the outside of the reef is the Tongue of the Ocean, one of the deepest ocean trenches in this part of the world. Neal was aware that almost none of this reef had ever been seen by divers. He was also keenly aware that tourism had never played an important role on Andros. There are few permanent inhabitants—just more than 8,000—and no major hotels. Neal knew the combination of a relatively untouched island destination and an unexplored barrier reef this close to the U.S. could make a dynamite dive resort.

In 1983 a friend told Neal about a small hotel near Nicholl's Town on the northeastern tip of Andros that might be available. The Andros Beach Hotel faced the reef; was close to the wall; had a pool, beautiful grassy lawns, plenty of fresh water, a nice beach, bar, restaurant and 12 rooms. It was the perfect location and size for an uncrowded dive resort.

With tanks, compressors and his dive boat, the *Wall Diver*, tied to the dock directly in front of the hotel, a major renovation project that is still continuing began to turn the hotel into the dive resort Neal envisioned. The staff was introduced to the standards Neal wanted for his guests. Not major hotel standards, but those that make you feel as if you are at your own small island retreat. The rooms are kept clean, are more than comfortable, but not luxurious. And, you don't have to carry your room key unless you insist.

Neal has made a major push for guests to feel as if they are staying with friends. Staff members constantly ask how you are and if you are having a good time. They genuinely want to get to know you and take an interest in your well being. You can go anywhere on the hotel property in a bathing suit and not feel conspicuous. You can put your wet dive gear out on the patio and not worry about it.

The diving on the barrier reef at Andros is somewhat different from that found in

much of the Caribbean. There is really good shallow diving in 15 to 30 feet, little current, excellent mid-depth reefs and a deep wall that does not resemble any of those seen elsewhere.

At reefs such as Three Sisters and Sailfish the elkhorn jungles come right up to the surface. The sand floor is barely 20 feet down and reflects so much light you can take very nice snapshots with any of the popular point and shoot underwater cameras. The fish life is not thick, but it is more than adequate to add just the right dash of color to your photos.

The shallow reefs are a great place to try out one of the half-dozen Australian made underwater propulsion vehicles Neal has for rent. Great fun on either snorkel or scuba, they can shoot you through the maze of corals with the speed and agility not possible with just your fins. In an hour you can discover four times the territory with half the effort.

A couple of miles down the coast from the hotel, the remains of a 200 foot freighter stick well out of the water. Stories about its sinking in either 1929 or 1951 are certainly varied depending on whom you ask. Broken in half, with the stern one-quarter mile from the bow, the *Potomac* has been down long enough to have heads of elkhorn coral growing on its deck less than 10 feet below the surface. Completely surrounded by a coral reef, it has two large schools of silver minnows that swarm at either end of an overhang. Several large grouper live inside its rusted holds.

In depths ranging from 60 to more than 100 feet, places like the Petrified Forest and Black Coral Canyon have big coral posts scattered across their faces. Sand channels wind their way to the deep water and on the bottom the weathered remnants of old reefs are overgrown with new corals, seafans and gorgonians. Beyond these deeper dive sites, the wall begins, sloping to 120 feet before finally dropping vertically into the ink of the Tongue of the Ocean.

If you are an underwater photography enthusiast, all these places offer some great backdrops for new photos. Plan to shoot with an E-6 compatible film such as Kodak Ektachrome or Fujichrome. Neal has automated 35mm film processing equipment at the hotel so you can check your results and learn from your masterings and mistakes daily.

Getting to Andros is simple on regularly scheduled charter flights on Atlantic Coastal Airways from Fort Lauderdale. Package prices include air fare, hotel, diving and meals. The only extras are your bar bill and Bahamian departure tax. For more information and a brochure contact: Neal Watson's Andros Undersea Adventures, P.O. Box 21766, Ft. Lauderdale, FL 33335. Outside Florida call (800) 327-8150; in the state, call (305) 763-2188.



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## THE GRIFFIN

(Continued from Page 88)

to burn it before launching. One of the more belligerent Indians advanced on the blacksmith one day while he was heating an iron bar to red-hot intensity. La Forge, a husky fellow with bulging muscles, whirled to confront the brave. Raising the glowing bar above his head, he challenged the Indian to tangle with him, an act which caused the Indian to back off. Thereafter, no more threats were made against the Frenchmen.

Sailing to the area of Lake Michigan's Green Bay, the adventurers did a brisk fur trade business with Indian trappers. By September 18, 1679, the vessel's hold was stacked with prize pelts. Consequently, La Salle ordered a small crew to sail back to the Niagara country so this cargo could be used to pay off the most pressing of his huge debts.

Misfortune after misfortune seemed to badger La Salle, for the *Griffin*, after departing from Green Bay, never reached its destination. It completely vanished! On board, in addition to the furs, was the chest containing \$12,000 in gold coins. This is not a great sum as treasures go, but their numismatic value would be considerable today.

Obviously, the vessel had foundered on its return voyage and the crew had been lost. Credence that the *Griffin* was wrecked in the northern reaches of Lake Huron is gained from the fact that, in 1890, a Mississagi lighthouse keeper stationed on western Manitoulin Island discovered four skeletons in a cave near the lighthouse. Nearby were two more skeletons, a watch, a chain and some coins of the 1600s. He also found part of an ancient ship's hull and a bolt of the type used in La Salle's time. Although these finds were made somewhat east and a bit south of the wreck site indicated by Lonsdale and Kaplan, it is possible the men could have been driven to the island by a severe storm.

The crew of the ship had consisted of the skipper, Luc Dane, four sailors and a boy. Could the grisly skeletons have been the remains of the *Griffin*'s crew? Many researchers believe so.

Additional evidence, supporting the wrecked vessel's general location, is gained from the fact that airplane pilots have sometimes reported sighting the outline of a ship resting on the bottom of North Channel. Of interest to salvagers is the wood of the ship would not have deteriorated to the extent of that of ships lost in saltwater.

The historical significance of the lost *Griffin* and the ship's treasure have long intrigued divers. Some day a lucky person will unravel the mystery of this famous craft.



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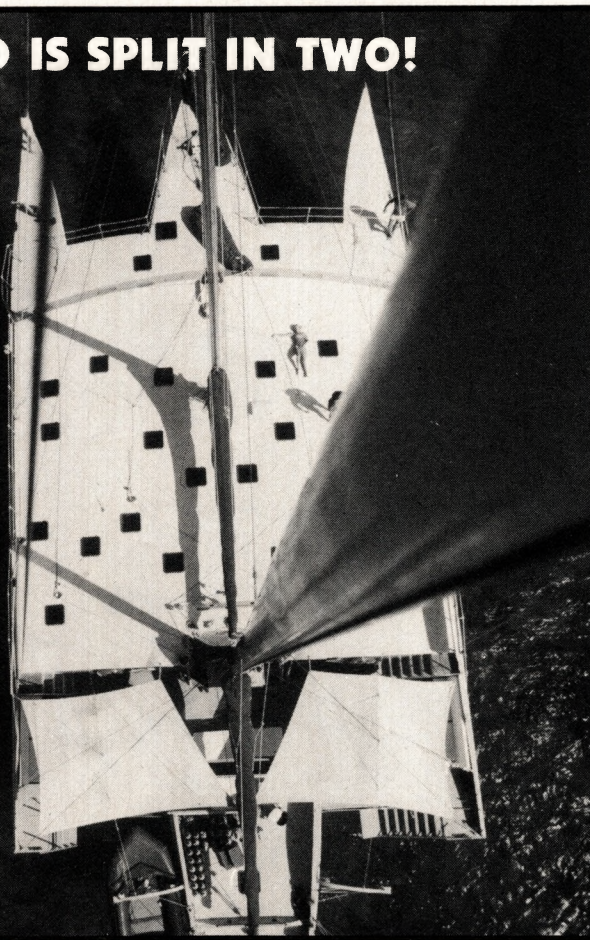
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She said the highlight of the dive was seeing a ship in its watery grave, completely intact, with an automobile still sitting in its cargo hold.

Reaching a depth of 800 feet over the famous Cayman wall, pilot Allen Wright had maneuvered the three man Perry submarine over the freighter, *Kirk Pride*, which sank in 1976 and lies at 780 feet on the side of the wall.

When the couple returned to shore following the dive they were surprised with a celebration, held in Linda's honor, complete with champagne. Since neither of the two are scuba divers, the dive with RSL gave them a chance to experience the beauty of the crystal clear waters that surround the Cayman Islands. x

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The four day/three night package includes: meeting and assistance upon arrival; roundtrip transfers between airport and hotel; three nights' accommodations at a selected hotel (including taxes); daily breakfast; two daily boat dives with two tanks each, including backpack and weightbelt; one night dive with one tank; divemaster/guide on dive trips; unlimited offshore snorkeling; and souvenir T-shirt. Tips and departure tax are not included.

The eight day/seven night package includes all the features of the first plus six nights' at a selected hotel in San Andres; one night hotel accommodation in Cartagena; island tour of San Andres; three boat dives with two tanks each, including backpack and weightbelt; one trip to Bolivar Key with two tanks, backpack and weightbelt, refreshments on the boat and lunch in Bolivar Key. Tips and departure tax are not included.

For further information contact Avianca, or Sunlight, 155 E. Oakland Park Blvd., Ft. Lauderdale, FL 33334; call toll free (800) 331-5996, local (305) 566-2664, 566-2702; Telex 8100071098 or 514732 Datos.

## OMEGA/GRAND TURK

Gene Alberti and Jean Prindle of Omega Diving (Miami, FL/Burlington, VT) have opened a new dive operation on Grand Turk in the Turks and Caicos Islands. The new full service dive shop is managed by Mike Spillar. Omega Diving of Grand Turk is adjacent to the new Kittina Hotel and is a PADI training facility, with retail sales and equipment rentals, resort courses and an underwater photography center.

## COZUMEL SPLASH

Two Worlds Travel, 1307 First St., Humble, Texas 77338 is offering its second annual Cozumel Caribbean Splash October 22-26 and October 25-29. The Splash is the idea of Don Mears, owner of Two Worlds Travel and Waterworld Adventures. He has negotiated with Continental Airlines and the hotels and diving operations on the island to come up with reduced air fares, hotel and diving rates.

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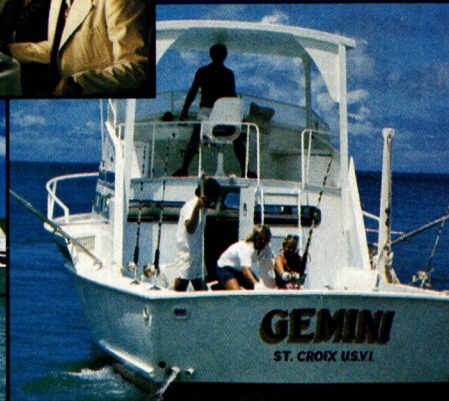
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## WATER DOCUMENTARY

*Water, Birth, the Planet Earth*, a documentary that explores the essential bond between water and the evolution of life on this planet, is being presented nationally by KCET/Los Angeles on PBS, Tuesday, July 15 at 10:00 pm.

Narrated by Richard Kiley and using unique macro photography and lighting techniques, the one hour program reveals, in a lyrical but informative way, how life evolved from the sea and how, three and half billion years later, life continues to depend on water.

The program is a recipient of a Golden Eagle Award; it was selected to represent the United States at the First International and Educational Film Exhibition, Beijing, China, and won a Silver Medal at the 28th International Film and Video Festival of New York.

*Water, Birth, the Planet Earth* was produced by Dutcher Film Productions. It was funded by the Williams Companies of Tulsa, Oklahoma.

## FLAMINGO BEACH EXPANDS

Flamingo Beach Hotel & Casino on Bonaire has expanded with the addition of a conference center and photo facility.

The fully air-conditioned conference center accommodates 150 in a casual, yet elegant atmosphere and contains such amenities as a PA system, 16mm projector, slide projector, new video equipment and large screen. The center adjoins Divi's Club Flamingo and Peter Hughes Dive Bonaire II at the Divi Flamingo Beach Hotel & Casino.

For the diver as well as the non-diver, Flamingo Beach Hotel & Casino also has a complete new photo facility, Photo Bonaire. Centrally located within the hotel complex, Photo Bonaire offers 24 hour E-6 color processing, underwater video and photography lessons, equipment rental and much more. Photo Bonaire is operated by Jerry Schnabel and Susan Swygert, Divi's photo professionals.

In addition to Flamingo Beach Hotel, Club Flamingo and Dive Bonaire, Divi Hotels owns and operates the Divi Divi Beach Hotel, Divi Tamarijn Beach Hotel, the Dutch Village Luxury Apartments and Alhambra Casino & Bazaar in Aruba; Divi St. James Beach Resort, Divi Southwinds Beach Hotel and Dive Barbados in Barbados; Divi Tiara Beach Hotel and Dive Tiara on Cayman Brac; Underwater Curacao in Curacao.

Information and reservations can be obtained from travel agents or Divi Hotels executive office (607) 277-DIVI; or toll free (800) 367-DIVI.





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And the bar hums with relaxed conversation.

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The water is exceptionally clear, the coral reefs rivaling the Red Sea and the Caribbean.

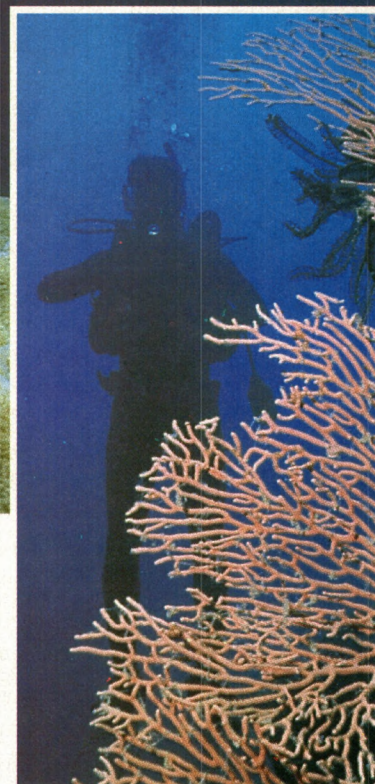
You'll never forget Warren's Wall, a coral cliff which drops 600 feet straight down.

And you will always remember the sombre wrecks of Japanese and American battleships which found their final resting place in the waters around Anuha.

If you would like to dive Anuha, we will fly you here from the city of Brisbane on Australia's North Coast.

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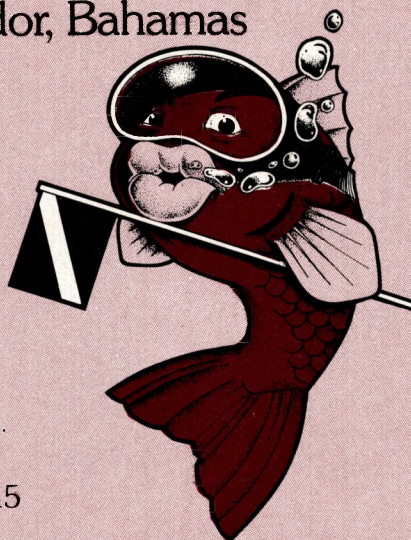
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## BEQA DIVERS

With the formation of Beqa Divers Fiji, Scubahire Limited, Fiji's original sport diving operator, has expanded its operations to Pacific Harbour International Resort on Fiji's Coral Coast. The resort marina is just seven miles from the famous Beqa Lagoon and Beqa Divers' headquarters includes a fully equipped dive shop and the company's brand new dive boat, the *Beqa Diver*.

The new boat is a 28 foot aluminum Divecat, powered by two 140 hp Volvo Penta inboard/outdrive engines and is designed and built especially for scuba divers. The ultra-modern, state-of-the-art vessel has special eccentric hulls, the cushioning effect of which enable it to maintain a high speed in rough seas without passenger discomfort.

The New Scubahire Branch has the advantage of the 20 years' experience of Scubahire personnel in exploring the Beqa Lagoon and pinpointing dive sites. Scubahire Limited is Fiji's only PADI franchised training facility. Visitors will be able to try scuba diving with the introductory dive or go through a resort course.

Professionally tutored certification courses up to assistant instructor are offered at Pacific Harbour International Resort by Scubahire's instructors.

Full dive shop facilities are available at Pacific Harbour, including sale of scuba equipment at duty-free prices. For information contact Beqa Divers, P.O. Box 777, Suva, Fiji Islands.

## MANTA ENTANGLEMENTS

A few months ago, Carib Inn owner Bruce Bowker and guests were able to free an entangled manta. Carib Inn divers recently saw another manta ray entangled in ropes in Bonaire's Washington Park area. They were not able to free this manta and Bowker hopes any divers visiting Bonaire will keep an eye out for it.

The ropes cause severe chafing and eventually cut deep into the manta's flesh. Unfortunately the ropes are from fishing anchors or markers and made of nylon so they will not simply rot away. If approached slowly and with very sharp knives, it is possible to quickly cut away the ropes and free the animal of this rather nasty burden.

More and more manta rays are being seen off Bonaire. It is not known if this is because there are actually more of them or if more divers are diving more sites. Hopefully, this one manta will be seen soon and freed.

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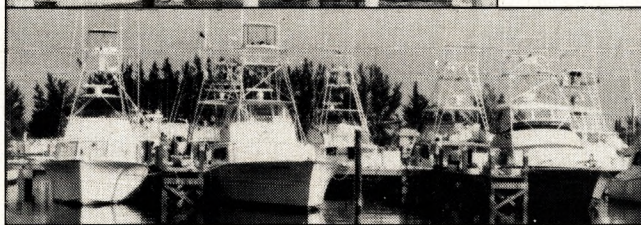
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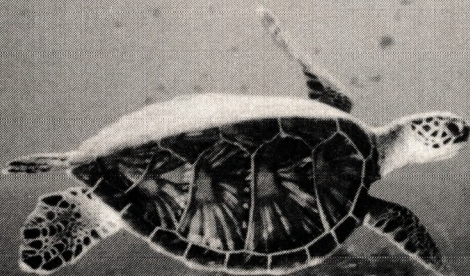
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## CAYMAN BRAC

(Continued from Page 81)

astounding wealth of useless information. Then after making a pass through one of the numerous hotel buffets, he usually headed down to the white sandy beach and stretched out in the nearest hammock. I often went off to tinker with my cameras or watch a slide show.

The enormous cooperation required among hotels, dive operations and the airlines for this travel package to run successfully might ordinarily form an insurmountable barrier, but the transfer from Tiara Beach Hotel on Cayman Brac to the Royal Palms on Grand Cayman's Seven Mile Beach went uneventfully. Don Foster's Dive Grand Cayman, Ltd. picked up where Peter Hughes' Dive Tiara stopped without missing a step, or a dive! Like Peter Hughes, Don Foster has earned a reputation for excellent service. Their relationship seems to extend beyond just business. When Sam and I returned from the afternoon boat trip, under the shade of some pine trees lining the beach we found Peter and Alice Hughes sharing anecdotes with Don and Jil Foster.

Allan Bloomrosen coordinates the various activities of Don Foster's Dive Grand Cayman just as smoothly as Craig Burns, who runs Peter Hughes' operation on Cayman Brac. I met Allan on a wall dive at Sentinel Rock. As Sam and I swam around the pinnacle, we heard the whir of an electric motor. Riding a yellow propulsion vehicle, Allan emerged from behind the coral wall. With an OK sign and a wave, he headed off to pay his respects to the other divers. When my partner and I swam back over to the main wall, we spotted Allan again. This time he had a passenger; the guests were taking turns holding onto his fins.

Back on board the *Cayman Sea* (one of Don Foster's six vessels), divemasters took off our gear. While they began to change our tanks for us, I rinsed my cameras and Sam headed for the fruit punch. Someone put a tape on the stereo.

For the next two days we submitted to this pampering. Captains like Mike Grundy took us to different locations each trip. Sites such as the Trinity Caves and Tarpon Alley have been written about many times, but diving them is still a real treat. Grand Cayman has several deep cuts in the wall. At Eagle Ray Pass the sand channel starts at 65 feet and ends on the wall at 100 feet. Orange Canyon was named for the numerous massive orange sponges that cling to the walls of its coral valley. Prior to diving, Mike made sure that everyone felt comfortably familiar with the orientation of each site. Don Foster's staff managed to make us feel well attended without being overly supervised. Even on the night dive, the crew was attentive but not overbearing.



For two afternoons, Sam and I roamed the island. We borrowed a couple of scooters from Coconut Rentals. While watching the sunset from the Royal Palms pool and beach bar on Thursday, Sam spotted a young lady in a sun hat and cotton dress walking along the water's edge. Saturday afternoon at Ocean Designs in the Cayman Falls Shopping Plaza, Sam found and bought a similar outfit. In George Town, I purchased some black coral jewelry. Buying these gifts helped ease our guilty consciences for leaving our ladies stateside.

At night we visited the local restaurants and clubs. The Cracked Conch offers a relaxed island atmosphere and Caribbean food. Just down the street, the Lone Star does Texas proud. On one evening, we dropped into the Lord Nelson at Trafalgar Place; a truly British crowd, the people were great. Perhaps the regulars had never seen a pair of young Yanks throw darts so poorly, or, as I would rather believe it, they often share a round of ale with fellow divers.

Saturday night brought the Royal Palm's own double feature, Bradley's slide show, followed by a barbecue. In front of the pool bar after dinner, we pulled beach chairs down to the water's edge. The voices from the beach bar behind us were occasionally replaced by the roll of a gentle wave.

Not only had Sam and I enjoyed the Best of the Caymans trip, but everyone else we had spoken with had liked it too. Jeff and Nancy Dunbar were so intrigued by the tour that they chose this package for their honeymoon. Talking to them on the Cayman Airways flight back to Miami, I found that they had only one regret. Because of travel arrangements in the states, they could not extend their stay in the islands. They do, however, plan to take the two island package again.

I, too, looked forward to experiencing the Best of the Caymans again.

For reservations and information contact: Scuba Tours, Inc., 5 Paterson Avenue, P.O. Box 6, Little Falls, NJ 07424; (800) 526-1394, in NJ (201) 256-9115.

## TWO WORLDS TRAVEL

Two Worlds Travel of Humble, Texas is in a two story building (1307 First St.) that also houses the scuba facility, Water-world Adventures, a large swimming pool and classrooms. Two Worlds offers its own brochures for Grand Cayman and Cozumel. The Cozumel properties offered are: La Ceiba Hotel, La Bahia, Suites Colonial and in 1987, a new hotel, Casa Del Mar. Grand Cayman properties offered are: Tarquynn Manor, Victoria House, London House and Treasure Island Resort. In Grand Cayman, the diving packages are offered through Quabbin Dives. In Cozumel, the diving packages are through Dive Cozumel. Contact Two Worlds Travel at (800) 446-2166. Texas residents call (713) 446-2166 collect.

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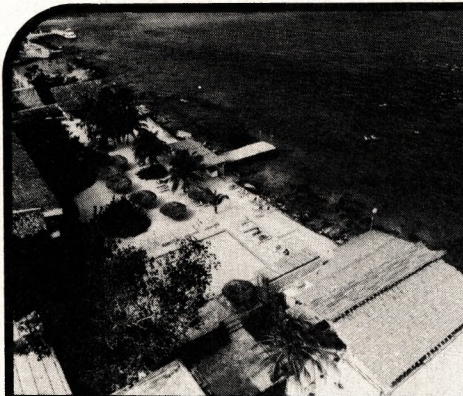
**TEXT AND PHOTOGRAPHY BY  
SUSAN SPECK AND BUDD RIKER**

**K**nown for its quaint little gift shops and seaside cafes, the city of Laguna is well worth a visit. And, some of the most colorful and life-abundant reefs in Southern California can be found off Laguna's coastline. Coves line the entire city seafront, with Shaws Cove probably the most frequented. With its many beautiful rock formations and its catacomb of grottos, Shaws lures hundreds of divers into the water every year.

Off Cliff Street, a long flight of stairs will take you down to a wide open beachfront. The water entry is a sandy one. There is a gradual decline that is easily descended by both beginners and experienced divers. Water conditions are usually quite favorable, although the surf can pick up. The slope of the sandy floor begins in about three feet of water, where the reef also begins. This rocky reef extends to a depth of approximately 50 feet.

As you continue along the reef to about 25 feet, you will find the wide open mouth to the entry of the main grotto. The sea bottom around the entry is a shell collector's delight owing to all of the empties left behind by neighboring octopus. The main passage is wide enough for two to

*(Continued on Page 125)*



## COZUMEL'S BEST ON THE BEACH

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**Two Worlds Travel**

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Texas residents call (713) 446-2166 collect for reservations only.







## The Aquacraft Space Mask

TEXT AND PHOTOGRAPHY BY BONNIE J. CARDONE

**I**t's called the Space mask and it does have a futuristic, *Star Wars* look. The frame has the angles and contours of a modern sculpture. The Space mask is made of space-age materials, too. There are four versions. While the Space III and IV have traditional black neoprene skirts, the Space I and II have extremely soft, flexible skirts of crystal-clear silicone rubber. If you've been asleep for the last ten years you may not know that silicone, though a more expensive rubber, has a number of advantages. It eliminates allergic reactions; is impervious to ozone and ultraviolet light; and lasts approximately twice as long as neoprene. The clear silicone allows light to penetrate the interior of the mask, illuminating the wearer's face so he/she is photogenic.

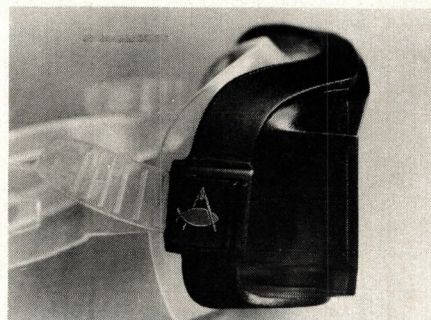
The neoprene and silicone versions of the Space mask skirt are identical except for material. They both have a double flanged seal and a nose pocket for easy equalization. The split head strap matches the skirt material. It is easily adjusted, even while it is being worn underwater. Simply press on the two ridges of

the strap lock and pull on the strap to tighten or loosen.

The frames of the Space masks are polymethylmetacrilate—a sturdy, durable plastic. The Space I has a translucent red/black frame and silicone skirt; the II has a translucent blue frame and silicone skirt; the III has an opaque black/white frame and neoprene skirt; the IV has an opaque black/yellow frame and neoprene skirt. All have a tempered glass, single lens faceplate.


The Space mask is slightly larger than most of the masks I have worn in the last couple of years. It has the widest faceplate of any in recent memory. Underwater this affords a surprisingly large field of view. Because the lens is a single piece of glass, there is nothing in the center (as there is with goggle type masks) to interfere with the line of sight. However, the mask still has a relatively low volume and is easy to clear.

Most masks require little care and the Space masks are no exception. Rinse and let dry when your diving day is over. If your mask has a silicone skirt it should



**The Space Mask I has a sturdy plastic red/black frame and clear silicone skirt. Strap adjustments are easy, simply press on the ridges of the lock and pull on the strap to tighten or loosen.**

be kept away from neoprene rubber gear—this will turn the silicone brown.

The Space masks are made by Technisub and imported from Italy by Aquacraft II. The models I and II, with silicone rubber skirts, sell for \$39.95. The III and IV Space masks, with neoprene skirts, sell for \$25.95. Check them out for yourself at your nearest Aquacraft dealer. 



photos/Jim Robinson



# REAL HAWAII



Real Hawaii has developed a Hawaii travel package combining the best of the Kona Coast, Maui and Kauai, where one call arranges everything. The visitor enjoys the best of Hawaii diving, including experienced operators, comfortable boats, clear warm water, lava formations, gorgeous shells and colorful tropical fish.



photos/Rich Westphal

photo/Jim Robinson





Only a short, five and one-half hour hop from the U.S. West Coast, Hawaii offers excellent diving with all the conveniences of a U.S. destination. Nowhere else in America can divers find the volcanic splendor of underwater lava tubes, pinnacles and caverns teeming with colorful fish. There are larger marine creatures, too: turtles, rays, dolphins and even humpback whales.

John Laures, owner of Real Hawaii, a tour company based in Honolulu, noticed the steady increase in Hawaii's popularity as a dive travel destination. Three years ago, he developed the state's first and only complete dive travel package that offers a week long trip to the islands. One toll free call arranges roundtrip air fare, accommodations, a rental car option and diving. And, Laures has paired the state's finest dive operations with deluxe beachfront condominiums while offering very competitive rates.

Each one bedroom unit comes fully equipped with a complete kitchen, washer/dryer and air conditioning. Private lanais (balconies) overlook spectacular ocean views. Freshwater pools and spas provide a place for after-dive relaxing. Each of the condominiums is conveniently near a participating dive

## Three Island Condo Vacation For Divers

BY BARBARA BRUNDAGE

shop that provides daily transportation to and from all dives.

Dive travelers have a choice of a vacation package on one of three islands—Kona, Maui or Kauai—each with a distinctly different environment. Three of Hawaii's most professional dive operations open their underwater worlds to visiting guests.

### KONA

The Kona Coast is on the west side of the Big Island of Hawaii. This island is twice the size of all the other major islands combined. A protective, mountainous backdrop shields the area from wind and rain, making for calm, clear conditions along miles of expansive, rugged coastline. More than 65 dive sites have been located along this 50 mile stretch.

Kona Coast Divers makes its home in a newly built shop resembling a Cape Cod style lighthouse, overlooking the village of Kailua-Kona and adjacent Kailua Harbor. Owners Jim and Julie Robinson have been in business since 1968. Kona Coast Divers is a full service dive shop and training facility offering PADI, NAUI and SSI certifications from beginner resort courses up through advanced open water. The spacious shop houses a separate classroom and research library for students. The 12 foot deep pool on the premises is used for training and to test new equipment. Scubapro equipment is available for rental as well as a full line of photo gear. Two Rix compressors each put out 50 cfm of air with 8,000 cubic foot storage banks to back up the system.

Boat charters depart mornings and afternoons from Kailua Pier. The Robinson's 25 foot Radon carries six divers comfortably on two tank excursions. Boat rides range from 10 to 35 minutes from the harbor. Kona Coast Divers eagerly awaits the completion of its new 34 foot custom design dive boat to be delivered in October. Although she will be Coast Guard certified for 22 passengers, boat trips will be limited to 12 divers, providing lots of room to lie back and relax between dives. On Kona Coast trips, refreshments are served on board and a canopy provides protection from the sun's rays. Snorkelers and family members are encouraged to come along on day trips. A fully qualified crew assists divers throughout the trip, supplying information on marine identification, ocean ecology and underwater photography.

Guests of Kona Coast Divers stay at the beautiful Kona Maikai Condominiums, on the oceanfront, one and one-half miles from the shop.

### MAUI

Several different islands including Maui, Lanai, Kahoolawe and Molokini Crater make up Maui County. Ocean Activities Center specializes in inter-island dive charters. Reservations are made in the Wailea Shopping Center, on Maui's growing southwest side, while the boats depart from Maalaea Harbor. The harbor is centrally located on the island between the towns of Lahaina and Kihei/Wailea. Parking and loading is available right alongside the boat.

The *No Ka Oi IV*, Ocean Activities' customized 37 foot boat, has twin diesel engines and accommodates 12 passengers with room to spare. All two tank boat charters depart at 7:00



photo/courtesy Real Hawaii

Maui visitors utilizing the Real Hawaii package stay at the Maui Sunset Condominiums in Kihei, near Maalaea Harbor.

am. On a leisurely boat ride across the channel, divers are served a continental breakfast as they enjoy the warmth of the sun's morning rays. After the second tank, thirsty divers can drink a beer or soda and build their own sandwiches. Divers can sportfish on their way to and from the dive sites, testing their lines on such Pacific game fish as *ono*, *mahi mahi*, marlin and tuna.

Jim Hausch, manager of OAC's scuba operation, varies the dive destination each day, depending on weather conditions and passenger requests. The company employs 18 instructors. All are certified U.S. Coast Guard boat captains. All necessary equipment is provided by OAC, including farmer johns, Scubapro regulators and Stabilizing Jackets.

Ocean Activities Center also manages Hotel Lanai, a quaint 11 room lodge on the island of Lanai, where optional nights are available to package divers. Transportation is provided by the OAC boats. OAC runs two 56 and 65 foot catamarans for snorkelers. One tank dives are also available from these boats.

Ocean Activities Center divers stay at the Maui Sunset Condominiums in Kihei, on the water a short distance from Maalaea Harbor.

### KAUAI

Kauai was the first of the major volcanic islands to emerge in the Hawaiian chain. As the oldest island, the diversity of Kauai's marine life is boundless, making it a photographer's dream come true. Aquatics Kauai, centrally located on Kauai's east side in the town of Kapaa, caters to the needs of underwater photographers. A complete custom color photo lab on the premises offers one hour color and black and white processing for both slides and prints. They also specialize in photo en-



## REAL HAWAII

largements. Sea and Sea as well as Nikonos V cameras are available for rental.

Owner Pete Ricciardi has been leading dive tours on the island for more than 10 years. He has ordered a new 38 foot Wilson with twin Volvo 150 engines, which should be delivered soon. The *Ginnie Mae* will carry up to 25 divers, snorkelers and riders. Aquatics Kauai's 26 foot Radon, the *Nani Kai*, which carries six divers, will be kept for smaller groups.

All two tank charters depart mornings and afternoons from Port Allen on Kauai's leeward south coast. There is an infinite selection of sites within 10 to 30 minutes from the harbor. During the summer, trips are made along the rugged cliffs of the Napali Coast on Kauai's north shore. A hearty lunch is served after the dives.

Overnight trips will be made to the "forbidden island" of Niihau, 18 miles west of Kauai on the *Ginnie Mae*, which will comfortably sleep eight people. On day trips, Aquatics Kauai can capture divers' U/W adventures on 30 minute video programs available on VHS or Beta formats.

Aquatics Kauai is a training facility offering NAUI, PADI and SSI certifications. A full line of rental equipment includes Scubapro Stabilizing Jackets and sili-

cone masks. The shop also rents bicycles, surfboards, bodyboards and wave skis for the whole family.

Accommodations for divers are at the Kaha Lani, a beachfront condominium resort not far from Aquatics Kauai.

More than 30 years of combined experience among the three Real Hawaii dive operations guarantees divers superior quality service and the utmost in safety. All boats are U.S. Coast Guard approved and skippered by licensed Coast Guard captains. These professional dive operations, working together with Real Hawaii, have developed Hawaii's only complete dive travel package.

Northwest Orient Airlines provides daily service from Los Angeles, San Francisco and Seattle to Honolulu with short connections to neighbor islands on Mid Pacific Airlines. The dive package includes three days of two tank boat dives. Additional days of diving and multi-island packages can be arranged.

For further information and to make reservations, telephone Real Hawaii at (800) 367-5108. One call arranges everything. 🌿

## TAYLORS/INDONESIA

PTLLP, an Indonesian-based cruise operator, will offer two dive expeditions featuring Ron and Valerie Taylor. The vessel *Island Explorer*, used for the dive

program, is a deluxe, 26 passenger capacity cruising catamaran with excellent dive facilities. Expeditions will be offered September 12-September 28 and September 29-October 15. The itinerary will feature the islands and reefs of Eastern Indonesia, with cruises starting at Bali.

For information, contact PTLLP, P.O. Box 98-MT, Jakarta Pusat, Indonesia. 🌿

## U/W MODEL RESUMES WANTED

Jim and Cathy Church are creating a file of underwater models, male and female, at various diving locations. If your photographer friends say you look good in the water, or if you have modeling experience, send your resume to Jim and Cathy Church, P.O. Box 80, Gilroy, CA 95021-0080.

Describe your potential modeling skills and experience, modeling specialties and limitations, knowledge of photogenic dive sites, skills in handling particular fish and marine life and the daily modeling fees expected. Include only photos that need not be returned for a year. Include SASE if return is required. Duplicate slides and clear photocopies of past publications and color or black and white prints are acceptable. Materials should fit (or be folded to fit) inside an 8 1/2 by 11" file folder. 🌿

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## SHAWS COVE

(Continued from Page 120)

three divers. The walls on each side are filled with life. Crevices are homes to octopus and moray eels. Some of the crevices extend far back, making great hiding places for spiny lobster. Turning on a dive light to illuminate one of these small caverns will expose many pairs of tiny, glittering eyes. Local fish such as kelpfish, opaleye, blacksmith, rockfish, gobies and sheephead are easily found along with the ever-present California state fish, the garibaldi. Varieties of starfish, crabs, shrimp and brilliantly colored nudibranchs are also common.

Night diving on this reef can be outstanding. Nocturnal creatures come out of hiding while creatures of the sunlight lie under ledges.

Photography is excellent both day and night. Macro photography is superb and wide angle can be outstanding when all



A horn shark caught in a typical pose. Note the spines in the two dorsal fins.

water conditions are right.

The main passage continues out to Crescent Bay. Smaller channels jut off the main one. The best one to take merges from the left. It is about 50 feet long and wide enough for one diver. The surge shoots you through like a missile. This exhilarating ride will dump the diver out on the end of the reef, which is also very rich with marine life. Some of the best macro photographs can be taken on this outer reef. In fact, it's a good idea to plan two dives at Shaws Cove—one to be spent inside the grotto and the other at the outer end of the reef. The depth here is approximately 40-50 feet. Strawberry anemones, rock scallops and starfish blanket the rocky terrain. This is a good area to see both schooling and larger fish. Sea lions from Seal Rock, a little farther north in Crescent Bay, occasionally come into Shaws Cove to frolic and play. Shaws Reef can be explored in one complete circle by swimming through the main grotto, through the side passage bearing to the left and then to the outer reef. After exploring this area, head left, back up the reef to shore.

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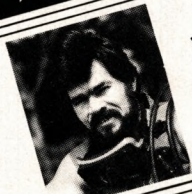
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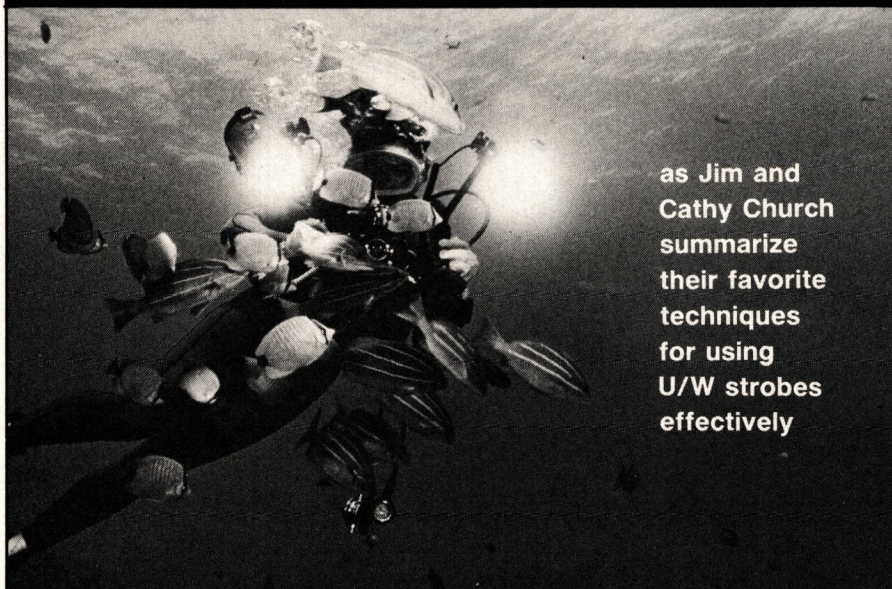
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Cathy Church  
summarize  
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for using  
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in the August issue of

*skindiver*

## THE TITANIC: LEAVE IT ALONE BY HILLARY HAUSER

In 1972, I sat next to Robert Ballard at a lobster feed in Gloucester, MA. He leaned over and said quietly: "I'm going to find the *Titanic*—don't tell anyone."

In September 1985 he found it.

About a month afterward, Ballard accepted a Distinguished Alumni Award from the UC Santa Barbara Alumni Association (he is a 1965 graduate of the university). When handing Ballard his award, UCSB chancellor Robert Huttenback extolled Ballard's work in the field of oceanography (he is a director at Woods Hole Oceanographic Institution).

Ballard, however, is not an award or publicity monger and at the podium he talked more about happy days with his fraternity brothers at the university than he did about the *Titanic*. It was delightful.

And, when I saw him, he thought back on that lobster feed in Gloucester 13 years before, and said it was just about then he got the idea to go for the world's most famous shipwreck.

At the time, Ballard was at Woods Hole, studying deep thermal vents. For his studies, he used deep diving submersibles, the *Alvin* in particular. In 1972, the *Alvin* was refitted with a new titanium hull that would allow it to dive deep. Instead of going to 6,000 feet, it would now go to 10,000 feet, and this gave Ballard the idea to go after the *Titanic*. "I thought we could just stretch it a bit—to 13,000 feet," Ballard said.

Ballard said he never got around to using the *Alvin* for his search, because robotics entered the fields of oceanography and offshore oil recovery and proved to be more than capable of doing the job.

The French Institute for Research and Exploitation of the Sea had developed a wide swath, sidescan sonar system capable of scanning a mile-wide path in the deep ocean. With this, Ballard and his French-American team found the *Titanic* on September 1, 1985.

The ship lay on the bottom—13,120 feet down and perfectly preserved. "It was whole, upright, suspended and very eerie," Ballard said. "We had done so much research on the wreck that we were very familiar with the disaster surrounding it. We would swing from elation to depression in moments."

Ballard believes the ship should be made into a memorial. The idea of raising



the *Titanic*, he said, is "ridiculous—a waste of time and money."

He also opposes salvaging anything from the *Titanic*. An exception would be the artifacts scattered around the wreck, which could be housed in a museum.


Ballard said he supports the *Titanic* Memorial Act of 1985 (House Resolution 3272). The measure would declare the sunken ship to be an "international maritime memorial," direct the National Oceanic and Atmospheric Administration (NOAA) to establish guidelines "for conducting research, exploration and, if appropriate, salvage." It would also order the State Department to fashion an international agreement committing other nations to abide by NOAA rules. The *Titanic* lies in international waters.

Ballard said he is optimistic the measure will pass the Senate, because "anyone who wouldn't want it to pass would be like the Grinch who stole Christmas."


Ballard's immediate plans are to "rest and go to sea" and otherwise get on with scientific life. His next expedition is a two week exploration of deep subsea volcanoes in the Pacific, using the same deep-sea robotic system he used to locate the *Titanic*. Ballard said his team will have a look at the volcanoes that exist at 10,000 feet on the ocean floor off Mexico. The volcanoes, he said, are in a "ring of fire" that includes the Nevado del Ruiz volcano that recently erupted in Columbia and buried nearby Armero. The *Titanic* expedition, Ballard said, was "only a test" for the volcano work. "It will be completely scientific and you can bet we won't be followed by the media," he said.

Will he go back to the *Titanic*? "I'm supporting legislation to leave it alone," he said. "So, I'll abide by the rules."

Ballard's nonchalance about all the hoopla surrounding his discovery was apparent during the UCSB alumni festivities. After chancellor Huttenback handed him his award for his serious work, Ballard recalled a few pranks he pulled with his Sigma Alpha Epsilon brothers and commented on the fact one can now buy a beer in the UCEN building. He also said his four years on campus "prepared me for what I'm doing now."

Afterward, he politely answered questions, but all he really wanted to do was get away to the homecoming game with his fraternity brothers. Finally, when one of his pals flashed a note behind a reporter's head that said, "It's Miller time," the finder of the *Titanic* waved a friendly goodbye to his questioners and ran off in a serious search of homecoming. 

## URGENT SAFETY RECALL

If you own an Ergonomic Soft Weight Belt (shot filled) by Diver Designed Equipment (D-DEQ), don't use it. Retailers should not sell this belt. Return it to point of purchase for replacement/refund or call (415) 922-0100 for instructions. 

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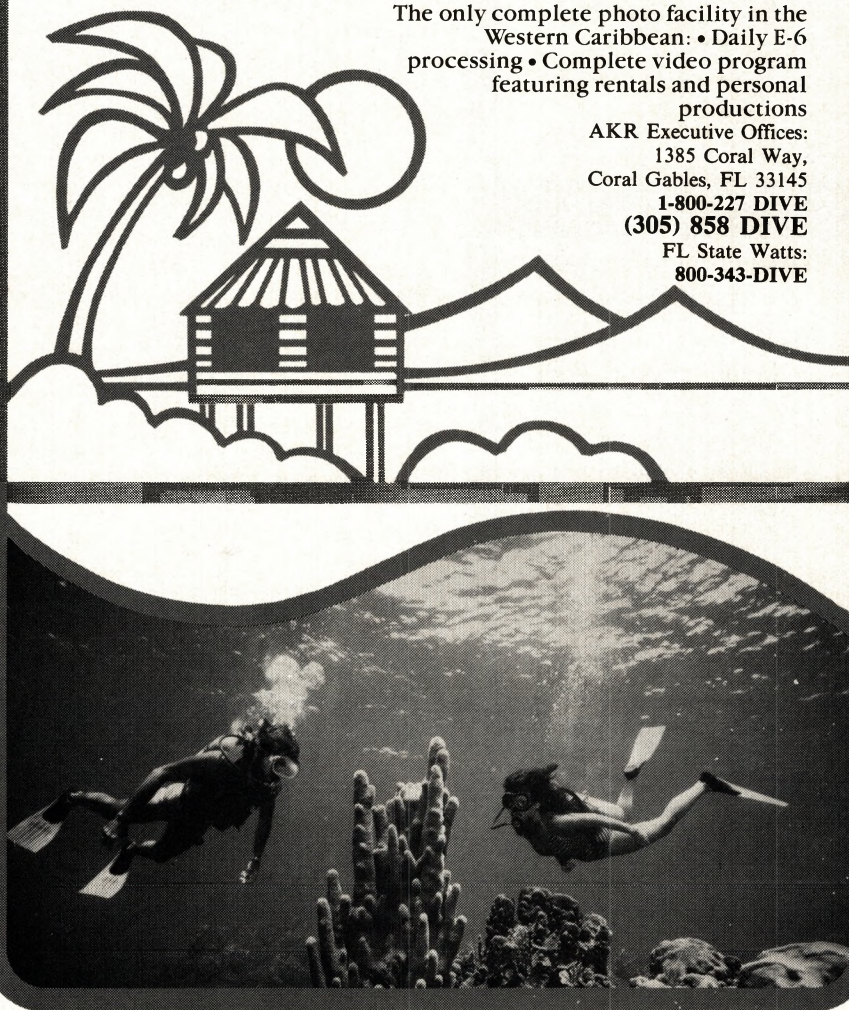
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# SHINNECOCK INLET

An All Season Dive  
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BY JOE MURATORE AND JENNIFER EPP

The south shore of Long Island, NY is largely composed of long, narrow barrier islands that separate large, shallow bays from the open ocean. Inlets are breaks in the barrier island systems that are occasionally formed naturally by storms. These inlets in past years have been made navigable by dredging and have been maintained by the building of rock jetties. The jetties have become habitats for a great variety of marine life. Therefore, they provide excellent diving opportunities for spearfishermen, photographers and naturalists.

The best known jetty is at Shinnecock Inlet, 90 miles east of New York City in the beautiful and exclusive Hamptons. Swift currents moving through the jetty



photos/ Joe Muratore

have scoured a hole to a depth of 80 feet, where fish are plentiful owing to the cooler waters. The bottom is covered with clay ledges that are spongy and porous, reminiscent of earlier marshlands long since covered by the sea.

A frequent visitor to this jetty can watch as the seasons change underwater. Early spring (40°F) brings in schools of striped bass, bluefish and blackfish. As the summer approaches, huge schools of pollock, snappers and butterfish appear. At times, great swarms of gammaridean amphipods, tiny shrimp-like crustaceans, become the diver's companions.

As the water warms (75°F) and fall approaches, tropical fish are brought to Shinnecock Inlet by Gulf Stream eddies. Beautiful butterflyfish, angelfish, groupers, damselfish, tangs, barracuda, triggerfish and filefish are present in large numbers. The underwater photographer has a good opportunity to practice as the visibility improves to 20 to 30 feet at this time. This is also a good opportunity to collect tropical fish for aquariums.



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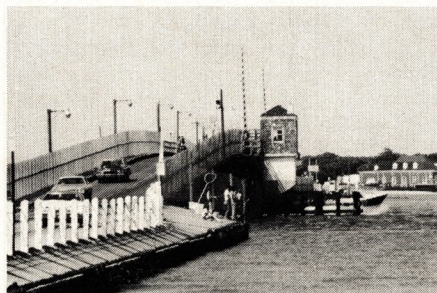


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In any season, the permanent inhabitants of Shinnecock Jetty can be found. These include large New England lobsters, flounder, starfish and a variety of crabs. The jetty is home to huge conger eels, graceful stingrays, toadfish and puffers. Wide angle photography is a challenge here but the results are worthwhile. Macro photography opportunities are also plentiful as the rocks are covered with red and yellow sponges, flowery anemones and star corals. Nudi-branches, mussels and barnacles also adorn the rocks.

Not far from Shinnecock Inlet, on the bay side of the barrier island, is the Pon-



quogue Bridge. This old wooden bridge crosses a narrow section of Shinnecock Bay and connects the mainland with the barrier island. The bridge pilings are an attractive home for marine life to settle on; anemones, sponges, sea urchins and hydroids are well established here. Wide angle photography is appropriate for photographing divers as sunlight streams through the pilings in the background. The resident fish are friendly and enjoy an occasional snack from divers.

To avoid problems, diving at both the jetty and bridge should be done at slack tide when currents are at a minimum. Tide tables can be easily obtained from the local dive shops. Divers should not venture into the boat channels as there is heavy traffic and surfacing in this area is hazardous as well as illegal.

After a dive, the beach area is perfect for surfing, relaxing and picnicking. The Hamptons are an exciting tourist area, with excellent restaurants and night-clubs. ❧

## NJ NETWORK FUNDRAISER

The New Jersey Network, a public broadcasting station in Trenton, NJ, recently held a fundraising telethon. With phones manned by volunteers from local PADI training facilities, the broadcast featured a film entitled *Artificial Reefs*. Each donation of \$30 entitled the donor to a free introductory diving lesson at a PADI facility. Parkway Systems, Princeton Technologies, Sherwood, Seatec and Dacor donated items used as thank you gifts for donations of more than \$40.

Not only did the event raise funds for the Network, it also gave tremendous exposure to the sport of scuba diving. ❧

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# SPONSOR A DAN BENEFIT TREASURE HUNT

BY MIKE AND PEG HILL

An underwater treasure hunt is an excellent way to support DAN and also promote diving in your area. The benefits to dive stores are many: community recognition, a positive public image as a safety-minded and charitable business, increased sales and rental revenue and added income from service and repairs. Dive clubs can benefit by providing a safe and enjoyable dive activity for their members, generating interest in diving in the local community and supporting diving safety, in general, by aiding DAN.

This article is designed to assist you in sponsoring, promoting and organizing a successful DAN underwater treasure hunt. The following guidelines and suggestions have been successfully used and, we trust, will aid you in planning your benefit for DAN.

### THE CORRECT DATE

Allow yourself four months of promotion time. We suggest choosing a time of year a bit off-season, yet at a time when weather and diving conditions will still attract a large number of participants. By planning your hunt at this time, you not only give divers an exciting event to look forward to, at a time of year they may not be diving as often, you can actually begin or extend your local diving season.

### THE DIVE SITE

The ideal site for your hunt is a well known local site with good visibility, easy access for large numbers of divers and spectators, shallow depth, safe water conditions, nearby or on-site camping and airfills.

### ENTRY FORMS AND FEES

Entry forms should be printed in duplicate, one for you and one for the participant. Include date of hunt; time; location; entry fee; that proceeds will be donated to DAN; and a liability release, which the participant reads and signs. Decide on an entry fee for divers and spectators that you feel is appropriate in your area (\$15 per diver and \$3 per spectator has been successfully charged in several areas).

### TREASURE HUNT BROCHURE

Your brochure should be exciting and fun to read. Remember: This is what "sells" your hunt! Have it professionally

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printed and include all the details divers need to know. Mention the need to bring C-cards, dive gear, full tanks, food (if there is on-site or nearby camping facilities), etc. Mention that the entry fee is a tax-deductible contribution to DAN, and allows them a chance to win a prize by participating in the hunt. Estimate the number of brochures needed for the next four months, and cut costs by having them all printed at one time.

### PROMOTION

As soon as you have selected the date and location of your hunt, start talking about your upcoming DAN underwater treasure hunt! Tell everyone about it! Create an air of excitement! Word-of-mouth is your least expensive, most effective form of advertising—let it work for you!

In each newsletter published over the next four months, include information about your hunt. Put up posters in your store, in other area dive shops and at local dive sites if possible. Keep your brochures ready to hand out to everyone who enters your store.

Encourage your divers to pre-register and reserve rentals. This not only gets them committed and assures their attendance, it gets some money up front and can also help in planning the actual hunt.

Invite other dive shops, instructors and dive clubs to attend. Ask for their help and support. Send them brochures for their divers. Call and see if they need more brochures. Show them how they can benefit by working with you on this project—profits through increased sales and rental revenue.

Mail the brochures about three weeks before the hunt to everyone on your mailing list.

Write press releases and send them to all area newspapers, TV and radio stations about three weeks before the hunt. One week later, make follow-up phone calls. Do not overlook sending press releases to the major and local diving magazines and newspapers [at least three months ahead of the event for SKIN DIVER Magazine].

The week before the hunt, put together a flier listing all the prizes and who donated them and send it to area dive shops. Make it available to everyone participating. (Save one for each of the prize donors.) Give these fliers out at the hunt.

Get on the phone and call as many divers as possible who have not yet signed up for the hunt. This personal phone call from you, inviting them to attend, can really increase your attendance. Everyone appreciates a little special attention.

### PRIZES

We suggest writing a letter asking for contributions from your sales representatives, manufacturers of diving and sporting equipment, other dive shops, area merchants and factories. Your letter should give your reasons for sponsoring this event, include the date and location



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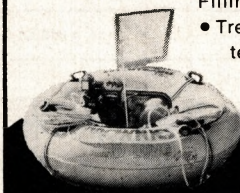


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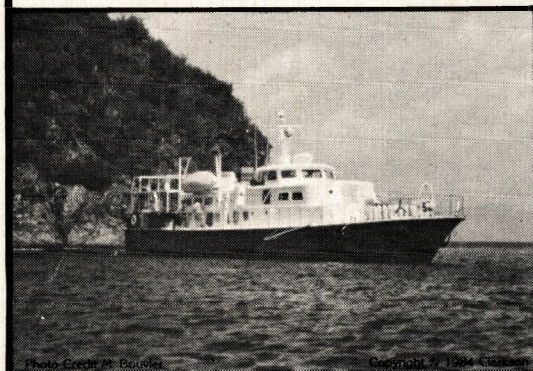
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## DAN TREASURE HUNTS

of the hunt, explain the benefits to those who donate prizes, and that the proceeds will be donated to DAN (inform them about DAN and its services). Ask for their help, invite them to attend and thank them for their support and time. Be sure to include a brochure with each letter! This gives you credibility. In looking at the brochure, they can see that you have already invested your time and money; they will not want to miss this opportunity to support an exciting diving event!

Eight weeks before the hunt, mail your letters. Keep a list of everyone you have contacted and after four weeks, contact those from whom you have not received a response. Ask if they received your letter, mention the prizes already donated and some of the companies lending their support to your event, estimate the number of participants planning to attend and remind them of the approaching date. (This follow-up call or letter can add many prizes to your hunt.)

As the prizes arrive, display them in your store. Being able to see and touch the prizes adds to the excitement, causing more divers to decide to participate!

Donate a prize or two yourself. It's great, a tax-deductible contribution!

### TREASURE HUNT STAFF

When you begin organizing your hunt, ask for volunteers. Advertise for them in your newsletters. After selecting the correct people, have a meeting with them to explain their responsibilities and delegate jobs. Remember: Don't try to do everything yourself, but do follow up on any and all details to make sure they have been done. You will need the following:

(1) Helpers to assist with all mailouts (a good place for volunteers who want to participate in the hunt).

(2) Extra volunteers, in case someone you've counted on doesn't show or if you have a larger crowd than expected.

(3) Safety divers to get the prize tags underwater and secure the dive site area; check diver's equipment; check divers in and out of the water; record their dive time, team numbers, air and prize numbers found. Your divemasters, assistant instructors and instructors are ideal for these positions. They are properly trained in diving safety, know how to direct and take charge and can be firm if necessary.

(4) Registration crew to check C-cards, collect entry fees, see that entry forms and liability releases are filled out properly, assign buddy team numbers and tag snorkels. (A good job for non-diving friends of divers.)

(5) Announcer and assistant. Someone with a good speaking voice and a sense of humor to give the prizes and handle an auction. Assistant to hand the announcer



the prizes. Before announcing the prizes, be sure the announcer introduces your staff of volunteers and thanks them. Also thank everyone for attending and participating. Be sure to announce who donated the prizes as they are handed out.

We suggest holding an auction immediately after the hunt (before giving out the prizes corresponding to the tags found—to hold your audience) for any of the prizes not recovered. This can be a lot of fun and can raise additional money for DAN.

A way to keep the hunt exciting and fun for everyone is to seal each prize receipt in individual envelopes a day or two before the hunt, then the day of the hunt have someone number the outside of the sealed envelopes with numbers corresponding to the underwater tags. This way no one will know which number is which prize!

(6) Supplies for the hunt. These include numbered tags for underwater. The object of the hunt is to find the tags, so use something brightly colored, which will settle near the bottom without being lost. You will need magic markers, scissors, tape for snorkels (colored plastic tape works well). You need entry forms, with liability releases for divers and spectators to sign in duplicate; ink pens, tables and chairs at the registration area; a table for prizes; buoy markers to secure the dive site; a speaker system and walkie-talkies for communication; a tent or canopy (in case of rain).

### RULES/REGULATIONS

Hold a briefing at the site before the beginning of the hunt to clarify the rules and regulations for everyone. The following regulations should apply:

(A) A valid certification card must be presented when registering.

(B) Equipment required per diver: full tank of air, pressure gauge, BC. Per buddy team: at least one depth gauge is required. No unsafe equipment will be allowed. Recommended: a full wetsuit.


(C) Dive buddy. Any diver found separated from his/her buddy will cause the disqualification of both divers and the forfeiting of any prize tags found. Buddy teams will be assigned numbers and tags that must be visibly displayed (attached to tip of snorkel).

(D) The dive/hunt ends when: each member of the buddy team recovers one item; or tank pressure in either buddy's tank reaches 500 psi; or all divers are recalled at the end of one hour. Any diver checked out of the water with less than 500 psi in his/her tank will forfeit any prize tags.

(E) Alcohol and drugs of any type are hazards underwater. Any diver suspected to be intoxicated will be disqualified.

(F) Any participant deemed unfit or unsafe to dive may be disqualified at the discretion of the dive coordinator.

(G) All divers must attend the pre-dive briefing at (insert time).



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## DAN TREASURE HUNTS

(H) No one is allowed in the water until the signal to start has been given by the dive coordinator.

(I) Diver (and parent/guardian when necessary) must sign liability release.

(J) Violation of any of the above rules will result in disqualification of the diver (and possibly the buddy).

These rules and regulations should be included in your brochures, newsletters and entry forms so participants will know them in advance and come to the hunt prepared and properly informed.

Other suggestions: Keep all the funds collected from the treasure hunt in a separate account, making your bookkeeping easier. Keep receipts of all expenditures. If you are in a position to donate what has been spent on your hunt, you may want to do this as a part of your tax deductible contribution. If not, deduct these expenditures from the total proceeds.

If possible, plan a campout for the night before the hunt. This creates more excitement and will attract more divers.

After the hunt, write a summary of the event, including number of participants, prizes donated, how much money the auction raised and total proceeds for DAN. Include a thank-you message for everyone who contributed and attended the hunt. Send a summary to divers and spectators who attended, anyone who donated a prize, etc. This is great insurance for their support next year!

Make this a yearly event for your store or club. Each year it will get bigger and better, generating more income for your store and more support for DAN.

A DAN underwater treasure hunt is just one of many fund raising ideas. Some others are a raffle, a dive trip, or a social event. DAN headquarters will gladly supply as many DAN brochures and posters as you need.

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# SORRY DAVY No More Contributions Do It Yourself Wrist Lanyard Secures Dive Gear

BY R.W. ERICSON

I've donated my last piece of gear to Davy Jones. He's going to have to buy his own from now on. How can I be sure? I use a wrist lanyard on every dive.


Our usual dive spots are along the New England coast where the waters are very cold in the winter and just cold in the summer. This means wearing either mittens or fairly substantial gloves. When you wear hand coverings, you lose a substantial amount of your tactile abilities (sense of touch). It's very easy for a gear bag, knife, light, lobster—or anything—to slip out of your grip when you're not aware of it. I have been struggling to dislodge a lobster from its lair, put a gear bag down and had it disappear into Davy Jones coffers forever.

I've tried putting wrist loops on gear but find they tend to catch on things when not in use and, more often than not, slip off. The solution is to put small attachment loops on the gear and wear a wrist lanyard. Now, every time I have an implement in my hand, it is attached to the wrist lanyard.

A lanyard is very easy and inexpensive to make. Take about 18 inches of 3/16 inch shock cord (available by the foot at most hardware and camping stores), tie a knot in one end and fasten it to itself with a plastic electrical wire wrap (available at electrical supply stores such as Radio Shack). Tie a clip on the end and it's ready to use.

I chose to use the wire wraps that have a label on them. This allows me to have my name and address on the lanyard. If for any reason gear and lanyard are lost, my identification would be with them. Incidentally, these little labeled wire wraps are excellent for marking other gear that is difficult to write on—such as goodie bags. Heating the raw ends of the shock cord with a match will fuse them together and prevent unraveling.

The shock cord is fully adjustable. Just give it a pull and it becomes narrower as it stretches. This allows it to slip through the wire wrap and snug up against the wrist. Its stretchability is good for deep dives when your wetsuit compresses.

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# THE LIBERTY

Pennsylvania Divers  
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An Old Boat

BY ELLSWORTH BOYD

It is ironic that a salvaged speedboat named *Liberty the Second* will be launched in Pennsylvania on the Fourth of July. The pride of the racing circuit in 1922 until she flipped and sank in Lake Conneaut, Pennsylvania, the boat stands for fair play and freedom. She is an emancipation proclamation for two divers—Bill Houghton and Brian Simpson—who were unmercifully harassed by state officials for trying to do what was right.



Salvage divers pump water out of the *Liberty* after bringing her up from the bottom.

They simply wanted to restore and protect the integrity of their find and share its heritage with the people of Crawford County whose lake preserved the elegant speedboat for 63 years.

Proving that truth is stranger than fiction, *Liberty the Second* not only fought bureaucratic state intervention during her hiatus of ownership after salvage, but endured sabotage, bootlegging and high-stakes gambling while touring the racing circuit in the 1920s.

The fact that Houghton (who resurrected the departed) is a funeral director in Linesville and Simpson (a policeman) had to prove that justice really is for all, makes the tale entertaining and honorable. It's an American dream come true, but it almost became a nightmare.

"The nightmarish part of the whole venture," Houghton explains, "is that we knew about state permits and three times contacted the Pennsylvania Historical and Museum Commission to ask for one. They ignored our calls and letters so we went through our local historical society, which got a call into the commission. But a representative of the commission responded by saying the boat would be impossible to get out of the mud and even if we got it out, it would fall apart when we brought it up.

"The worst of the nightmare is yet to



come. We jettied the boat out of six feet of mud—an awesome task—and when we raised it, *Liberty the Second* was in fantastic condition, unbelievably preserved in the mud and cold water all those years. Then the commission leaped into action. A letter from the executive director stated that we didn't secure a permit to raise the boat, that we should contact them within 48 hours, or else they would 'pursue other options to ensure protection of the recovered vessel.'

"Talk about bureaucratic boondoggling!" Houghton says. "The state commission laid claim to the boat and accused us of disturbing a state owned archaeological specimen without permission. They threatened my license as a practicing funeral director and said Bill would lose his job as a state trooper. They asked if we had an attorney! They sent a 'wood technologist' to take core samples of the boat for microscopic examination. But the expert simply poked around with a screwdriver and penknife and said, 'You see, this boat is not brand new!' There was also talk of the commission sinking the boat until future plans could be made."

That was the last straw for Houghton and Simpson. For seven years they had researched *Liberty the Second*, investing thousands of dollars and inestimable hours trying to locate her. They retained attorneys Theodore Watts and Alan Pepicelli, who quickly declared the Pennsylvania State Historic Preservation Act unconstitutional. Then they approached the local Crawford County Historical Society, which obtained custody of the boat for restoration. With the help of attorney Dennis Watson, a non-profit local foundation was formed to restore and manage *Liberty the Second*—under the auspices of Houghton and Simpson—at a cost of \$80,000, money the Pennsylvania Historical and Museum Commission was unwilling to provide.

The rest is history. On the Fourth of July, Lake Conneaut will be visited by more than 10,000 cheering local folks and visitors who will witness *Liberty the Second* launched and racing again.

It all sounds simple now, but it wasn't easy when Houghton and Simpson were covering every niche of the lake for years, discovering seven ferryboats and hundreds of old bottles. Acting on a tip from 80 year old Bronson Luty, who spent his childhood at his father's lake-front cottage, Houghton and Simpson got the clue that won the prize in the *Liberty* sweepstakes. Luty remembered the exact spot he had seen hardhat divers probing the muddy depths of the 929 acre lake.

Using a \$1,000 CVR-200 color density scanner that Houghton describes as a "glorified fish finder that looks like a television set," the divers passed over an area that indicated the projection of a small metal part. The part turned out to be the rudder; the rest of the boat was bur-

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## LIBERTY

ied upside down in the mud.

With help from Robert Mast, Richard Myers and Pennsylvania State Police divers, the salvors used a portable dredge to suck the mud away so lifting straps could be slipped under the bow and stern. Divers worked eight days, strictly by feel, in 43 feet of water.

"I could see a little bit of the boat when I first went down," Simpson recalls. "But in about two minutes mud and silt blocked out everything. Some of us worked with our eyes closed because we imagined seeing things in the pitch darkness that lights won't penetrate. It was ghostly down there to say the least."

The ghosts of the 1920s were exorcised as the craft was slowly winched to the surface. Divers used a special lifting device made of four inch well casing attached to the boom from an amphibious craft furnished by the Linesville Volunteer Fire Department. At 20 feet the heavy engine caused the boat to shift in the slings, forcing divers to tow *Liberty* across the



Brian Simpson and Bill Houghton (seated)  
in *Liberty*—salvage vessel in background.

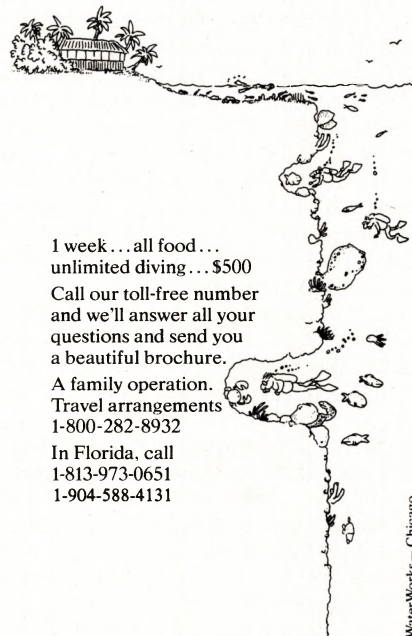
lake to shallow water. At Oakland Beach a pump was used to float the vessel, which was greeted by cheers from hundreds of spectators and champagne toasts from the divers.

The mahogany hull was in excellent condition, the boat incurred minimal damage, and the only leak was in the stuffing box packing. *Liberty the Second*, printed in large white letters on the side, could be read easily. Smaller letters, printed in gold, read H.N.S. for Harry N. Snavely, the owner and driver of the highly ranked speedboat. More white letters across the transom identified Snavely's home and the boat's berth as Pittsburg, PA.

The engine was an experimental design developed by the boat's namesake, Liberty Engines of Pittsburg. The 450 horsepower, V-8, fuel injection model was built in World War I for replacements in "Jenny" trainer airplanes. But test flights proved the engine to be too heavy and powerful for aircraft. How Snavely acquired the engine is still a mystery. There were only 15 originals built and Snavely dared to put one in a speedboat. (Only three exist today: Smithsonian Institution, Washington, D.C. and Wright-Pat-

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terson Air Force Base, Dayton, Ohio own the other two.) Divers found the engine devoid of rust after more than six decades underwater. When the spark plugs were removed, some cylinders still had air compression in them. The engine, like the boat, was in good condition.

Power boat racing in those days was a major sport on Conneaut and other lakes in the area. World War I was over and people were resuming lifestyles denied them during hostilities with Germany. Some regattas drew crowds of 20,000 spectators, many of them regular fans of the racing circuit. In the crowds were high stakes gamblers who wagered hundreds of dollars per race, big money in those days. Snavelly and his boat were victims of a gambler's ploy reported in the Meadville Republican Newspaper in 1922: "The *Liberty the Second*, it is alleged, was tampered with by gamblers who had placed heavy bets against her. Upon examination, a large quantity of emery was found in the gasoline in her tank, which put the engine quite out of commission."

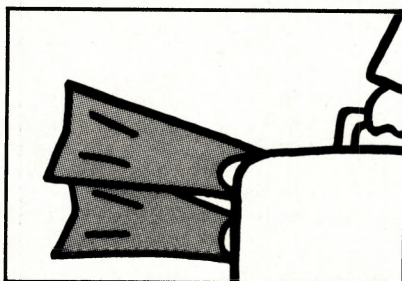
After the incident, Snavelly had special screens and seals placed on all intake areas of the engine to avert further foul play. Then he tuned the engine in preparation for what he figured to be an astounding new world record. He had already tied the world record at 65 mph, but felt he had reached only the tip of the iceberg in his sleek, aircraft-engine powered speedster. Clocked unofficially at 78 mph, *Liberty* was practicing at nearly double the speed of that year's American Gold Cup winner, which captured the Detroit River race in a time of 42 mph. But Snavelly's dreams were shattered during a time trial of the featured race on Lake Conneaut in September, 1922.

A counterpart of modern-day hydroplanes, the boat's design was unusual. The rudder was in the bow rather than in the stern along with the propeller. The 20 foot hull was flat-bottomed to prevent counterplaning. Therefore, when she got going the only things that touched the surface were the propeller and rudder. A rule of thumb was, "Don't lean at high speed." When his magneto faltered, Snavelly handed the tiller to his mechanic and leaned over to make an adjustment. The front rudder caught a small wake and the top-heavy boat flipped, throwing the two men clear. Both escaped unharmed, but the boat sank in minutes.

Today, a new saga has begun. Snavelly's pride and joy will plane again and nobody will lean at high speed. Roy Palmer, an expert aviation mechanic, came out of retirement to rebuild the engine. Douglas Van Patten, dean of nautical archaeology, supervised restoration of the hull. *Liberty the Second*, rumored to have engaged in bootlegging when she wasn't thrilling crowds at regattas, will race again. And, it's all thanks to the sport divers, Crawford County Historical Society, generous people and companies who donated thousands of dollars for restora-

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## LIBERTY

tion, and local support groups.

Dennis Watson, chairman of the local non-profit foundation that funded restoration, says: "This boat has real value to us. It will bring visitors from all around the country to our lake, which still has a turn of the century atmosphere. *Liberty the Second* is priceless as a time capsule artifact representing power boating's entry into the modern age of hydroplanes. She is a piece of Crawford County history we're all proud of. Eventually we'll display her at boat shows, museums, anywhere we think people will appreciate history, design and workmanship."

For Houghton and Simpson the anxieties have ended. Their dream—the American dream—comes true on the Fourth of July with commemoration and *Liberty* for all! ✻

## L.A. JR. SKIN DIVING

The Los Angeles City Department of Recreation and Parks, Aquatics Section, will be offering skin diving instruction at more than 50 pools this summer. The goals of the program are to familiarize the youth of Los Angeles with proper beach, skin diving and water safety skills. Participants must be able to perform Red Cross intermediate swimming skills, which include crawl stroke, breaststroke and sidestroke. All necessary equipment will be provided including masks, snorkels, fins, innertubes and diver down flags.

The courses are run in two week periods and conclude with a beach dive at Cabrillo or Laguna Beach. Beach trip dates are set for July 27, August 10 and August 24 with bus transportation provided for \$1. Class times vary at different locations. The course fee is \$8; however, this can be waived if participants are involved in the junior lifeguard program (contact pools for more information regarding this).

For more information on your local pools and the junior skin diving program, please contact the appropriate region: Metropolitan Region (213) 485-5559, Pacific Region (213) 485-2844, Valley Region (818) 982-3311. ✻

## MCANIFF RECEIVES AWARD

John McAniff, director of the National Underwater Accident Data Center at the University of Rhode Island, was presented with the first PADI Diving Excellence Award at the 1986 DEMA Show in Orlando. The award, given for outstanding achievements in recreational diving, was presented to McAniff for his contributions to diving safety. He also received a check for \$5,000 from PADI to help funding of the Data Center.



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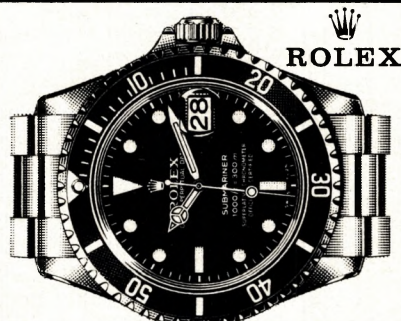
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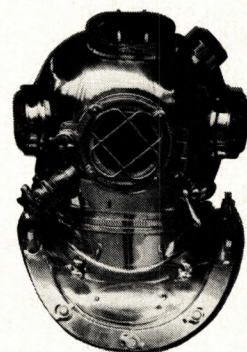
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**T**he name is the same, but Cressi's Galaxie regulator has changed. First introduced in 1982, the Italian firm's product has been updated for 1986 with an improved first stage and a venturi tube in the second stage. The result is easier breathing with increased flow volume.

Cressi-sub is one of Italy's major manufacturers of diving equipment and also one of the oldest. Founded in 1942 under the name of *Il Pescatore Subacqueo Cressi* (Cressi Underwater Fisherman, for those readers whose Italian is rusty), the Genoa-based company pioneered several items that have gained worldwide acceptance. They produced the first double-seal mask back in the 1950s and the first optical mask a decade later. Today their Rondine Gara, with its snappy fiberglass blade, is the longest fin available. Skin divers have embraced it as the most efficient means of getting down quickly with minimum effort. Cressi products are distributed in the United States by Cressi-sub of Hialeah, Florida.

Despite its Italian origin, the Galaxie regulator is heavily influenced by American design and divers on these shores will note many familiar features. The first stage is a balanced, flow-through piston design. Essentially, the piston is the sole moving part in the mechanism. A hole through the center of the piston equalizes pressure on both ends of it. Thus, low tank pressure has little effect on air delivery and breathing effort does not increase significantly when you are near the end of your air supply. The only disadvantage of such an arrangement is that the submersible pressure gauge should be carefully monitored: The warning of breathing restriction when low on air is so subtle it might not be noticed.

Intermediate pressure is set by tension on the piston spring, which can be adjusted by turning the end cap with a special tool. The movement of the cap is transmitted to a bushing by means of three pins attached to an adjustment ring. Intermediate pressure is set at 132 psi by the

factory and adjustments should be made only by a qualified repair technician.

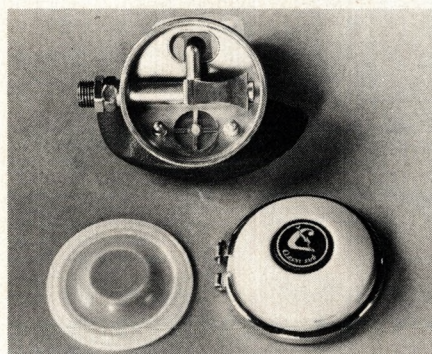
For 1986, the Galaxie first stage has a second high pressure port and a fourth low pressure port. The low pressure ports are on a swivel, allowing flexibility in setting up hoses for accessories. The first stage has also been modified to allow environmental protection by means of silicone injection. Eight small holes around the perimeter of the housing replace the four larger holes on the old model. Silicone grease is injected through the holes, which fills the spring chamber. Thus, water pressure is transmitted through the silicone rather than directly. The advantage is that sand, salt and grit particles are kept out of contact with the piston and its O-ring. This results in reduced wear and better performance between annual maintenance.

The second stage housing is chrome plated brass, but in keeping with current fashion, the cover is ABS thermoplastic. Our test regulator was yellow, but green



and blue covers are also available. For traditionalists, there is even a chrome model. Photographers will appreciate the plastic covers, not only because they can be coordinated with a model's mask, but also because they don't cause hot spots by reflecting the light of the strobe.

Inside is a conventional lever action downstream valve. A small tube projects upward from the valve chamber and makes a right angle bend, ending in a flared opening inside the mouthpiece orifice. Looking into the business end of the mouthpiece, you see something resembling a miniature trumpet. This is the venturi tube. When the diver demands air, the flow through the tube creates a partial

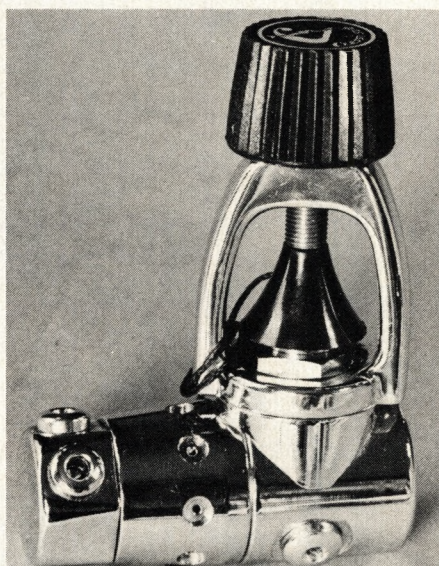


vacuum that keeps the diaphragm depressed and sucks additional air inside the regulator along with it. The effect resembles a power assist, reducing inhalation effort. This is especially apparent when sucking hard on the surface. The high airflow rate will surprise you if you are not prepared for it.

The lever angle, and cracking effort, can be adjusted without removing the cover. First remove the hose, then loosen the lock nut underneath. The adjusting screw can then be turned. Like the first stage adjustment, this should be done by a trained technician, but can be performed by the owner in an emergency.

Both the diaphragm and exhaust valve are clear silicone rubber, as is the mouthpiece. The rubber exhaust tee is secured by two screws so it isn't likely to get lost.

Two days were spent test diving the Galaxie, one at Catalina Island and one off the Orange County coast. In each case, a slingshot valve was used on the tank so the Galaxie's performance could be compared with a more familiar regulator. A side-by-side comparison is important to establish a point of reference.



The Galaxie first stage (above) has two high pressure ports and four low pressure ports on a swivel. Environmental protection is standard. The chrome plated brass second stage (left) has a venturi assist, plastic cover and a silicone rubber diaphragm.



The most evident characteristic of the Galaxie is its high airflow rate at the surface and in shallow water. This is accompanied by a slight whistling sound, as if a beginner were trying to whistle and not quite making it. The venturi tube was doing its job and reminding me of it. Down to a depth of 50 feet, I could detect no difference between the Galaxie and my reference regulator, an ultra high-performance model. Below that depth, however, there was a difference and the deeper I went, the more apparent it became. Although the Galaxie provided plenty of air to meet my needs, a slight restriction was felt at the end of a long, hard breath. That might be owing to the 90 degree bend of the venturi tube, which

causes more turbulence in the denser air.

On a head first descent there is a slight stutter, but the regulator is dry with no freeflow. In the normal face-down swimming position, breathing was easy with a natural feel and no water leakage. The same was true in a vertical position. It got a bit harder when looking upward and harder yet, with a slight water leak, on my back. Since divers seldom get on their backs underwater (except when testing regulators) this is no cause for concern.

Sipping air slowly resulted in easy breathing, with a natural feel. This is owing to the low cracking effort and the responsive downstream valve mechanism of the second stage. When the regulator is removed from the mouth with the mouthpiece up, a slight freeflow occurs.

## GALAXIE

### First Stage:

Type ..... Flow-through piston  
Materials ... Chrome plated brass body  
Teflon seat

High pressure ports ..... Two

Low pressure ports ..... Four, on swivel

Intermediate pressure ..... 132 psi

Flow rating ..... 1,800 liters/minute

Environmental protection ..... standard

Hose diameter ..... 5/16"

Hose length ..... 28" (34" octopus)

### Second Stage:

Type ..... Downstream lever action  
venturi assist

Materials ..... Case: chromed brass  
Cover: ABS plastic

Diaphragm/exhaust valve: silicone

Seat: silicone rubber

Average flow ..... 750 liters/minute

Warranty ..... One year

Price ..... \$280

It won't stop by itself; the mouthpiece has to be turned downward. Clearing the second stage of water was effortless, requiring only minimal air. Pushing the purge button resulted in a gentle zephyr rather than a tornado-like blast, but that's all that's necessary.

The Galaxie is Cressi's top-of-the-line regulator. It is a tested, conventional design, the basic concept of which dates back some 20 years. And yet, it has been updated periodically to keep up with current trends. With a one year limited warranty, the retail price is \$280 at your Cressi dealer. For more information, contact Cressi-sub, 205 West 28th Street, Hialeah, Florida 33010-1513; or phone (305) 884-1234.



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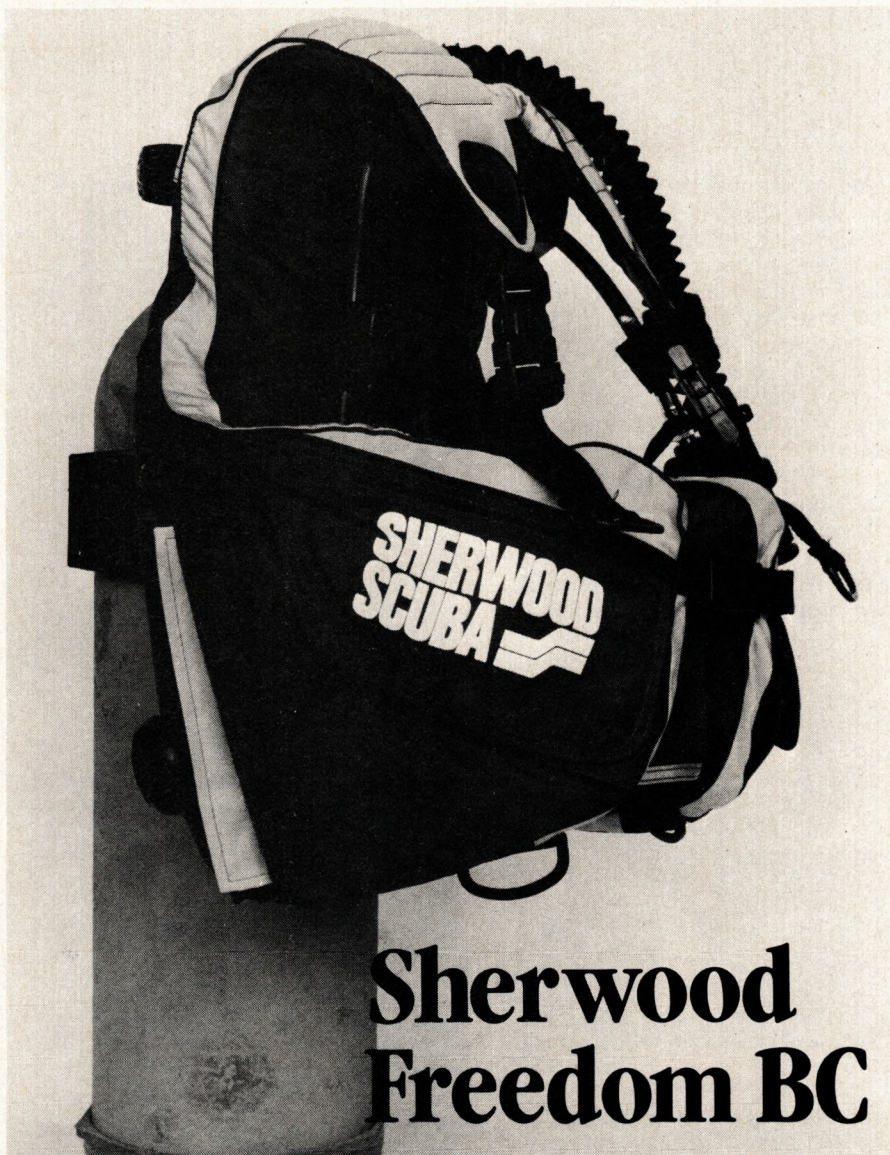
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# Sherwood Freedom BC

**BY JIM WALKER**

Since this is the July (as in Fourth of July) issue of SDM, what could be more appropriate than an article on a buoyancy compensator called "Freedom." Of course, this BC could have been called "Ambidextrous," but that would be another month altogether. (More on this aspect later.)

The Freedom BC from Sherwood takes the hottest new BC jacket style (strap shoulders) and adds several comfort and design innovations.

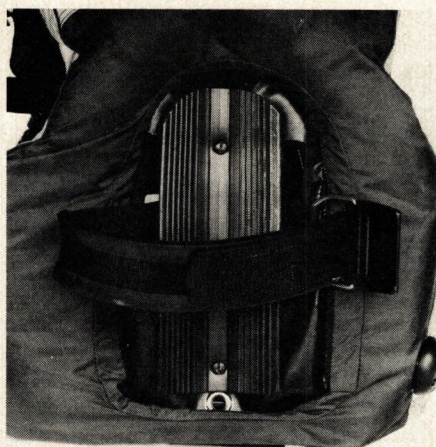
Both the 12 mil thick urethane inner bladder and the 400 denier, heavy weave nylon outer bag are contoured to conform closely to the diver's body. This not only increases comfort, but reduces drag in the water as well. The largest air chambers in the BC are low, near the diver's waist, to float the diver straight up and high at the surface. No air chambers are present at the shoulders. Instead, there are nylon webbing straps that are easily tightened with just a pull down on their re-

spective D-rings. These straps have snap-in buckles that make putting the BC on or taking it off a snap. The shoulders have thick, sewn-in padding for comfort. The result of this open chest design is more freedom of arm movement. Divers wearing drysuits with chest mounted inflation valves will appreciate it as well.

Further adjustments on the Freedom BC include a snap-in buckle across the chest and the padded, Velcro® closing waistband. This latter weaves through four large loops of nylon webbing on the inside of the BC. This not only holds the bottom in close to the diver's waist, but the four loops serve as attachment points for four large D-rings. Heavy objects (such as gear bags) clipped to these D-rings are supported by the waist strap, taking strain off stitching.

The Freedom BC has a plastic backpack with a comfortable carrying handle at the top. The tank band is collapsible nylon webbing for easy packing in a gear





Either pocket of the Sherwood Freedom BC can be set up to hold an extra second stage. A bright orange tab (left) guides your buddy to the air. The backpack has a flexible cradle.

photos/Bonnie J. Cardone

bag. It is secured by Velcro and a fold-over plastic buckle. Additionally, there is a flexible rubber cradle on the backpack, which helps grip and support the tank.

The Freedom BC comes with a combination manual/power inflator mechanism. A quick disconnect low pressure hose is included. The diver can dump the air in the BC simply by pulling down on the inflator hose, which opens a valve on the left shoulder. An overpressure relief valve is on the right rear panel. Velcro closing hose guides are on the left shoulder and above the left pocket.

The BC panels and the two large, Velcro closing pockets are mesh drained. The left pocket covers the stubbed attachment site for an optional CO<sub>2</sub> mechanism and holds a sewn-in key clip.

One of the most unique aspects of the Freedom BC, and the one that makes it "ambidextrous," is that *both* pockets can be altered by Velcro tabs to become slip-in sites for extra second stages. If your regulator's first stage forces your octopus' LP hose to start out to the left, you no longer have to force it to curve back to the right to reach the appropriate pocket. You could even carry two extra second stages if you'd like to be known as a mobile rescue station. Either pocket, when set up for the extra second stage, displays a high visibility orange tab to guide your buddy to the air.

The Freedom BC comes in small, medium, large and extra large (30, 35, 44 and 50 bounds of positive buoyancy, respectively) so there's one to fit you. It is available in attractive navy blue/silver or black/yellow combinations and suggested retail is \$320 for all sizes. Exercise your freedom—try one on at your Sherwood dealer. For dealer information contact Sherwood Scuba, 120 Church Street, Lockport, NY 14094.

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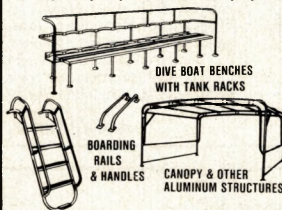
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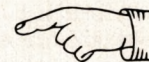
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## ABC™ SCUBA Package



U.S.TECH™'s ABC™ SCUBA package is comprised of the all new ABC™ (Advanced Buoyancy Compensator) BC with numerous features (including power, pack, rapid exhaust, and CO<sub>2</sub>) that make diving a breeze, the Ranger regulator with piston first stage and lightweight second stage with blue face, U.S.TECH™ octopus with yellow face, and Aluminum 80 K cylinder with boot. We round it all off with a pressure gauge so you have a complete outfit! Retail \$1060.00

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## Vanguard™ SCUBA Package



The Vanguard™ package includes some of the best gear available. We start with U.S.TECH™'s new ABC™ (Advanced Buoyancy Compensator) - this BC has it all! Power inflator, CO<sub>2</sub>, rapid exhaust, two octopus pockets (one each left and right), two large pockets, and two small pockets (ideal for small lights and knives) - the pockets feature a "stacked" design for comfort and ease of use - padded waist support band, numerous adjustments and strap retainers. Combined with the U.S.TECH™ Vanguard™ regulator, U.S.TECH™ Datacom double console, and U.S.TECH™ lightweight octopus (with yellow face), and 80 K Aluminum cylinder with boot. It's all here, ready to go! Retail \$1210.00

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## Explorer™ SCUBA Package



This package includes the ARIS™ (Air Regulating Injection System) series Explorer regulator featuring a balanced piston first stage with swivel, two H.P. ports, and 4 L.P. ports, light-weight second stage with silicone mouthpiece and attractive blue front, and the ARIS™ Octopus with high visibility yellow front and Silicone mouthpiece. Add the U.S.Tech™ double console featuring large easy-to-read numbers and green, yellow, and red dial color coding, and the Scuba Guard padded regulator box (will hold regulator, gauges, and octopus). Retail price \$565.00

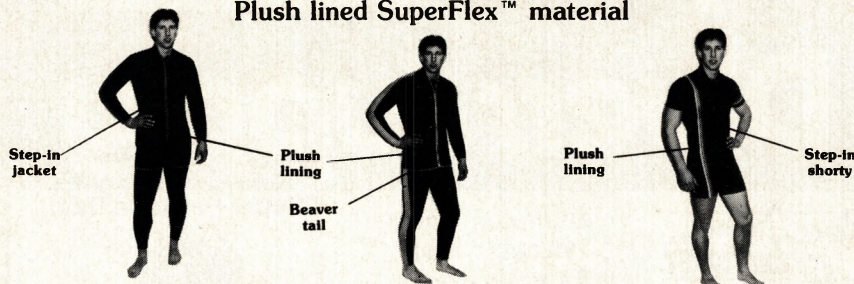
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Our Places shorty is one of the most comfortable and good looking diving suits that you will ever have the pleasure to wear. 1/8" thick SuperFlex neoprene material is unparalleled in stretch and fit. The plush lining offers fantastic comfort, while the nylon outer lining offers durability and protection. Good-looking colors and cut! Stay warm and look great, in the pool, Caribbean, or springs! Retail \$175.00

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## Ranger™ SCUBA Package



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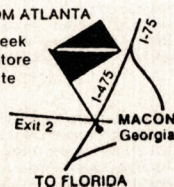
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## COIN WINNERS

Pisces Books, in conjunction with Scuba Parts, awarded silver coins to dealers at the Diving Equipment Manufacturers Association (DEMA) Show in Orlando earlier this year. The four drawings were held daily to promote *Treasure of the Atocha*, the story of the search and recovery of a \$400 million treasure. R. Duncan Ma-



Michael Fernandez, Duncan Mathewson

thewson III, author and archaeological director of the search project, was on hand to draw the winning tickets. Each winner received a silver piece of eight from the wreck of the *Atocha* framed with a certificate signed by Mathewson. The winners were: Robert Yucius of South Shore Skindivers in Quincy, MA; Michael Fernandez of Scuba Safari in Boddon Town, Grand Cayman; Andy Ripley of Tri-City Scuba Instruction in Huntington, WV; and Pierre Tessier of Neptau Inc., in Sherbrooke, Quebec.

## SMY INTERNATIONAL

There's a new kid on the block; SMY International has entered the diving equipment market. The company is very receptive to the needs of the consumer. It will attempt to fill these needs by listening to consumer requests and complaints through the voices of sales dealers.

The new SMY summer catalog is now available at authorized dealers. Information on SMY International, Inc. is available at 1130 Andover Park East, Tukwila, Washington 98188; (800) 872-2271 toll free in USA except Washington; (800) 826-1086 toll free in Canada; (206) 575-0886 in Washington state.

## SHARK REPELLENT

Scientists at the Hebrew University in Jerusalem have found that many detergents have the ability to ward off sharks. Test studies have shown that hungry sharks will break off attempts to eat a fish when some types of detergent are released from a syringe attached to it.

The research follows studies on the Moses sole, where secretions from the fish were shown to repel sharks in certain situations. The secretions have many of the same properties as detergents.

While much research remains to be done, scientists hope that someday a biodegradable, commercial shark repellent could be developed from this research.



# Brand New CASIO 660 Foot Waterproof DIVER'S DEPTH METER CHRONOGRAPH



**Announcing Casio's  
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... **10-year battery**  
... **Pro stopwatch**  
... **Countdown alarm  
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Now there's a timepiece that provides another dimension to marine quartz stop-watch technology. The CASIO NAUTILUS not only offers you 660 feet of depth-tested protection, it gives you an analog depth gauge that takes the worry out of diving.

And there's more, much more . . . for much less than \$100.

## TESTED TO OVER 660 FEET, MEASURES DEPTH TO 300 FEET.

The CASIO NAUTILUS has been depth-tested to over 660 feet! The special O-ring construction and protective inner frame provide a tight seal which is virtually impervious to water or moisture.

And even more amazing, this depth-tested wonder gives you an electronic analog depth meter with a continuous reading from 2 to 300 feet around the outside of the watch bezel. This technological breakthrough not only takes the worry out of diving, it dramatically increases your safety under water.

## THREE MEMORY ALARMS.

With this CASIO wonder you have three separate, convenient reminder systems. You get not only a daily alarm and an hourly alarm but also a countdown timer alarm which can be set at any position from 1 minute to 12 hours. A professional stopwatch records split times and 1st-2nd finishes to 1/100 second accuracy. And a "beep" sounds at 10 minute intervals. All of the alarms sound clearly and distinctly, even under water.

## UNIQUE DISPLAY FEATURES, 10-YEAR BATTERY, RUGGED DESIGN.

Another advantage of this unique timepiece is that it keeps a continuous display of the time in all modes no matter what mode is being used. And with the touch of a button you can instantly have 24-hour European/military time. Quartz accuracy to  $\pm 15$  seconds per month, night light, electronic calendar and a 10-year battery top off its list of features.

The NAUTILUS is constructed of rugged, lightweight black polysulfone. It's

shock resistant and practically indestructible. The price? Only **\$69.95**. And it's available now only from On The Run. Order early, at this low price it's sure to be sold quickly.

## TWO OTHER TOP CHOICES CASIO WATERSPORTS/ THERMOMETER.

Here's a gifted marine timepiece that gives you an electronic thermometer that reads in or out of water in Celsius and Fahrenheit [ $-10^{\circ}\text{C}$  ( $13^{\circ}\text{F}$ ) to  $60^{\circ}\text{C}$  ( $140^{\circ}\text{F}$ )]. It's waterproof to 330 feet and in addition to thermometer function, gives you time and calendar, 12/24 hour formats, thermo-alarm function, daily alarm, time signal, one-hour 1/100 second stopwatch with repeat, 8 world time zones and night light. Model **TS1200** by Casio is available in lightweight space-age black polysulfone for just **\$34.95**.

## LORUS 10-YEAR MULTISCREEN MARINE CHRONOGRAPH.

Lorus leads the way with perfect precision at a reasonable price. All Lorus watches are manufactured by K. Hattori, famous makers of Seiko and Pulsar. And the Lorus 10-Year Diver is an exceptional value for the marine enthusiast. This handsome 330-foot waterproof chronograph has a full function professional 12 hour 1/100-second stopwatch with repeat,

12-hour countdown timer alarm, daily alarm, hourly time signal, 12/24 hour time, electronic calendar, night light, 10-year battery and a dual time mode that shows two time zones simultaneously. And it keeps a constant display of time and date with any of the selected modes (stopwatch, countdown timer, etc.). It's beautifully crafted of dressy stainless steel with a black polysulfone marine band. And it's available for only **\$39.95**.

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# Technifacts

BY E.R. CROSS



**W**hether to go or not to go with aluminum dive tanks was a controversial subject among divers for several years. In both verbal and written discussions about the use of aluminum tanks, several misconceptions evolved that have become almost mythical: They were based on false premises or illogical reasoning. This Technifacts will present enough factual information to permit divers to form a viable opinion about the use of aluminum tanks for their particular way of using or treating a dive tank.

Pure aluminum is a chemical element with the symbol Al and the atomic number 13. In its pure state it is not particularly strong or stable. However, with a proper mix of other elements, such as a relatively small amount of silicon, manganese or magnesium, the alloy can become quite stable and very strong. These char-

acteristics are potent pluses for the use of aluminum in scuba cylinders.

The primary manufacturer of aluminum scuba cylinders in the United States is Luxfer USA Limited, in Riverside, California. Luxfer is an American subsidiary of British Alcan Aluminum, Ltd., with a sister cylinder company in the U.K. and a licensee in Australia. Luxfer's aluminum alloy used for scuba cylinders is designated Alloy 6351-T6 and primarily comes from one of Alcan's large aluminum smelters in Canada.

The smelter provides ingots of the proper alloy in approximate 100 inch lengths and various diameters, depending on the ultimate product to be produced. Ingots are given code numbers for identification. These numbers are used throughout the manufacturing processes so any problems with the product

can be traced back to a specific group of ingots, then to the batch at the smelter. Some aluminum alloy ingots received by Luxfer at their California plant are made into scuba cylinders.

Quality control at the Luxfer plant is extremely high. First, the 100 inch long ingots are cut with high speed saws into slugs of the proper length. Each slug then receives the cast code number. The slugs are surface machined to remove any impurities or defects that may be harmful to the finished cylinder. Each slug is then properly lubricated in a modern, computer controlled line prior to being extruded into a cylinder.

The slugs go to a huge extrusion press that can exert a pressure of up to seven million pounds of thrust, one of the largest such presses in the world. The cold impact extrusion process produces a

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Nikonos V Pkg. w/35mm f2.5 dive light, book, case, Aquafish 28 TTL & light mt. . . 819.00 \*  
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### HELIX AQUAFISH 28

Designed for the Nikonos III, IV or V Aquafish 28 comes with a mounting tray, arm and coiled interchangeable sync cord. Two-year limited warranty.

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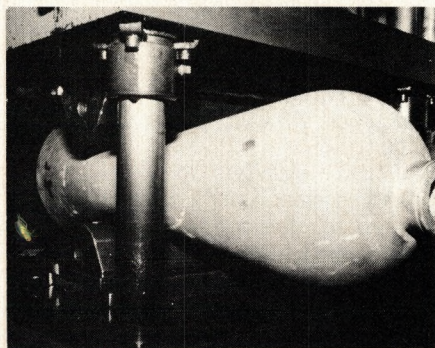
seamless scuba cylinder shell. When this is ejected from the press, it goes to an inspector who gauges the wall and bottom thicknesses. If the shell passes this test, and nearly all of them do, it goes on to the next step. If it fails the test, it goes to the aluminum scrap pile.

The end of the shell is trimmed to the proper length and sent to Luxfer's special warm neck forming presses where the top end is tapered and rounded to ultimately receive the valve threads. After this stage, the DOT specification numbers

photos/courtesy Luxfer USA Ltd.



Aluminum ingots (100 inches long) arrive at the Luxfer plant. Several tanks can be made from each. One tank in each lot of 200 is chosen at random and crush tested.



are roll stamped on the neck.

Prior to threading, the nearly complete shell goes to a heat treating furnace and quenching tank that gives Luxfer's scuba cylinders consistently high physical properties. Lots of 200 or fewer tanks are treated to permit hardening of the metal so it will reach the designated T6 temperature. The temperature in the heat treating furnace and the time the cylinder is left in it are critical, and carefully monitored and controlled.

The nearly complete cylinder goes to a milling and threading machine next, where it is trimmed to the proper length and the threads cut inside the neck. It is then thoroughly cleaned in order to remove all residual oil or aluminum.

Finally, the cylinder is hydrotested in accordance with DOT regulations and the hydro date is stamped on it. The newly created tank is now steam cleaned, air dried, painted, given a visual inspection and placed in the shipping rack.

A fact sheet for Luxfer aluminum cylin-

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CHRONOSPORT GOLD QUARTZ  
HEUER BLACK CORAL II  
CHRONOSPORT U.D.T. STRAP

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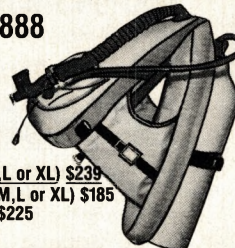
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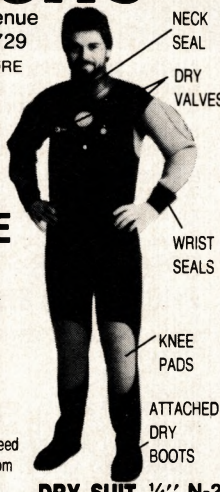
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## TECHNIFACTS

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**Alloy**—All Luxfer dive cylinders are made of alloy 6351-T6.

**Service Life**—With proper care, the life of an aluminum cylinder is unlimited.

**Hydrotesting**—Cylinders are hydro-tested to five-thirds service pressure. In testing, the cylinder must be undamaged. Permanent expansion cannot exceed 10 percent of the total test expansion.

**Crush Test**—One cylinder in each lot of 200 is chosen at random and crushed down to a thickness of only nine times the wall thickness without cracking the metal.

**Cycle Testing**—Design test cylinders are cycled 100,000 times at service pressure without cylinder failure. This is the equivalent of 100,000 in-use tank fills.

**Test Pressure Cycling**—As an alternate design test, each test cylinder is subjected to 10,000 cycles at test pressure (five-thirds service pressure) without cylinder failure.

**Minimum Burst Test**—Design test cylinders must pass a pressure two and one-half times service pressure (7,500 psi) without failure.

**Valve Threads**—Straight threads with O-ring seals are used for a more consistent seal.

Aluminum cylinders do not rust in the sense that steel cylinders do. However, they can and do corrode. They are much more corrosion resistant than steel because of aluminum's natural protective oxide coat that develops as soon as the metal is exposed to air.

In the University of Rhode Island Marine Technical Report No. 62, funded in part by NOAA/Sea Grant, it was reported the three test series conducted gave ample evidence that currently used aluminum scuba tanks are safe for the sport diver; even when used under the very stringent environmental requirements of saltwater scuba diving. The report did add, however, that such long term use was contingent on the diver taking proper care of the cylinder. Three steps in the maintenance program were stressed:

1. Carefully clean the aluminum dive tank after use.
2. If the tank valve has a brass K-valve extender, it should be chrome plated.

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3. The neck threads of the valve should be lubricated as suggested by Luxfer.

Luxfer suggests cleaning the external surface of the tank, when in normal sport diving use, by scrubbing with soap and water or a solvent wipe if the soap and water fails to remove the deposits.

Luxfer cautions, "Please make certain that the product used is specifically marked 'suitable for aluminum.' Otherwise, serious damage could occur resulting in reduction in wall thickness and inherent strength." All manuals dealing with the care and cleaning of aluminum cylinders repeatedly warn against the use of caustics, acids or high heat sources.

For internal cleaning Luxfer suggests, "Diving cylinders in normal use can accumulate internal contaminants which may detrimentally affect their use." The following procedures are recommended for internal cleaning of aluminum cylinders. [These should be done only by personnel trained in these procedures.]

**Moisture and Light Oil**—Steam clean and blow dry.

**Oil and Grease**—Degrease with 1.1.1 trichloroethane. (Please observe caution as recommended by the manufacturer.) Steam clean and blow dry.

**Odor**—Rinse with a solution of baking soda (sodium bicarbonate), then rinse with a solution of vinegar (acetic acid) and water. Steam clean and blow dry.

**Corrosion**—Tumble with aluminum oxide chips or pellets. Steam clean and blow dry.

The diver should keep in mind that aluminum forms a light, very tight, oxide coating almost as soon as it is exposed to air. It is not necessary, nor desirable, to remove this thin coating.

In the University of Rhode Island report referred to previously, it was suggested, "The sensitivity of aluminum to corrosion by trace elements, such as copper, in a corrosive and saline atmosphere does suggest consumer caution when cleaning out aluminum tanks. Steam cleaning and hot air drying is probably the most benign treatment and the user should rigorously avoid fluorine compounds or any other chemical on which high pressure oxygen tests in a saline environment have not been carried out."

The Compressed Gas Association, Inc. (CGA) booklet CGA C-6.1-1984, Standards for Visual Inspection of High Pressure Aluminum Gas Cylinders, states, in paragraph 2.7, "Corrosion is the loss of metal thickness by some corrosive media and is usually apparent from a general

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## TECHNIFACTS

loss of wall thickness or pitting. Serious corrosion of aluminum will appear as a roughened and discolored area with a white deposit sometimes associated with the corrosion."

Paragraph 2.7.1 defines general corrosion as a somewhat uniform loss of metal in a relatively large area. It may be difficult to see unless very pronounced.

Both Luxfer and the CGA manuals warn against use of an aluminum dive cylinder that has been exposed to raised temperatures. Paragraph 4.6.2 of the CGA manual suggests that common evidence of exposure to fire includes:

1. Charring or blistering of the paint or other protective coating.
2. Melting or scarring of the metal.
3. Distortion of the cylinder.
4. Melting of the burst disc.
5. Melting of the plastic valve handles.

Exposure to high temperature sources other than fire that can also produce metal temperatures in excess of 350°F include processes such as paint baking, oven drying and vinyl coatings. Both Luxfer and the CGA specify that any aluminum cylinder exposed to a temperature of 350°F or more should be removed from service and condemned.

Subject to the minimal care outlined in the preceding paragraphs, the bottom line seems to be that a high-tech aluminum cylinder, as manufactured by Luxfer, should outlast a steel tank by several lifetimes, provided it is given the recommended care.

Luxfer has published three Technical Bulletins that deal with the care and maintenance of scuba cylinders. These are: Paint Strippers and Aluminum Cylinders; Valve Insertion and Removal Procedure for Scuba Service Employing 3/4" NGS Threads; and Temperature Exposure of Scuba Cylinders.

Divers and dive shops that would like copies of these Technical Bulletins may receive them by sending a stamped (39 cents required), self-addressed envelope to E.R. Cross, Technifacts, SKIN DIVER Magazine, 8490 Sunset Blvd., Los Angeles, CA 90069.

## LOBSTER CONTEST

The Eighth Annual Deep Six Live Lobster Contest will be held in Vero Beach Florida this month. It is open to diving and snorkeling enthusiasts. The contest is sponsored by Deep Six Dive & Water Sports and major manufacturers of diving and watersports equipment. The contest will start on the Florida sportsman's lobster season (July 20-21) and continue on July 26, the official opening of the state season, through Sunday, August 3 at 12:00 noon. This will allow all beach and boat divers three weekends to go out and



try their luck and skill in catching the biggest lobster. All state and federal lobster regulations will be enforced—no egg bearing females, no undersize lobster, no speared or punctured lobster and the animals must be alive when weighed.

Judging will be based on weight. Entries are unlimited and there is no fee.



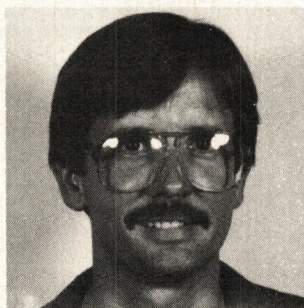
Prizes will consist of complete scuba packages, scuba and snorkeling equipment and accessories, as well as water-sports apparel and equipment.

Contestants must register 12 hours prior to entry and may pre-register by mail.

For information contact Deep Six Dive & Water Sports, 416 Miracle Mile Ext., Vero Beach, FL 32960; (305) 562-2883.

## IKELITE/WALLS

Ikelite underwater systems has appointed Dickie Walls sales representative



for the Caribbean area. Walls works with Lebetter Sales in Florida.

## HIGH SCHOOL DIVING

Scuba certification and study in marine biology and coral reef ecology is offered to high school students in Key Largo, Florida this summer by the Institute for Environmental Exploration. Two week sessions will be held July 12-24 and July 26-August 7. The Summer Marine Science Program is sponsored by the institute in cooperation with John Pennekamp Coral Reef State Park, the Exploring Program of the Boy Scouts of America and Urbana School District 116.

For more information and registration, contact the Institute for Environmental Exploration, Summer Marine Science Program, 1002 South Race Street, P.O. Box 847, Urbana, IL 61801-0847; (217) 367-3768.

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# I Learned About Diving From That

## The School Of Hard Knocks

BY JAMES H. WEISS

As a boy of 16 I started free diving off the coast of Southern California at a place called Point Dume. One summer a friend and I worked hard learning to hold our breath underwater and swim long distances. We made crude, but effective spearpoles out of broom handles, a frog gig and surgical tubing. The next few years we spent many a summer day at our favorite dive spot. We speared fish and dove for pismo clams, which we cooked on the beach.

Some 15 years later I moved to Houston, Texas. I became very involved with offshore fishing. One day I decided to take the old dive gear out of the closet. It seemed to be in pretty good shape. I took it with me one day, more as a gag than because I was seriously considering spearfishing. I did try free diving, however, and was pleasantly surprised to see what I could do out there.

This latter experience led me to take scuba lessons. Shortly after completing my certification course I signed up for the first spearfishing trip I could find. Since the store whose classes I had attended didn't have plans to make a spearfishing trip in the near future, I booked a trip with a different store. This was a mistake.

Blinded by this newfound freedom, I armed myself with a new speargun, grabbed my gear and boarded the boat. I found myself surrounded by strangers. There was no one I knew on this trip and I was assigned a buddy I didn't know.

On the way out the divemaster instructed us as to where and how we were going to dive. To my astonishment, we were told we would have to wear either a wetsuit or clothing. Since I am a warm water (only) diver, I had no wetsuit. Oh well, I thought, I'll wear my pants and long sleeved shirt. No big deal, I thought at the time. The next surprise came when we arrived at the first dive spot. The divemaster announced we were to enter the water with our BCs empty. We were to descend 25 feet and rendezvous with our buddies. Well, this was contrary to my recent training. I was apprehensive but I didn't want to be left out. What the heck, I thought, it can't be that tough.

I had learned to care for my mask years ago. I didn't like to use de-fog, I use spit. Since I was in the first group to enter the



photo/Bonnie J. Cardone

water, I hurriedly prepared my gear. The divemaster urged us to be quick. We didn't take time to check each other's gear, let alone our own. I donned my equipment hastily, making sure my air was on. I pulled my mask over my face and took my place at the gate. It was a little more than unsettling when the dive coordinator pulled my mask off my face. He used de-fog on it, then rinsed it in a bucket of water before he stuck it back on me.

We were to enter the water without our spearguns; they would be handed overboard to us. The divemaster's instructions not to fill our BCs stuck in my mind. Because of this I had to tread water while I waited for my speargun. After a few moments of confusion as to which one was mine, it was handed to me.

I had been huffing and puffing while trying to stay afloat and it was a relief to descend. However, my mask was not in place properly and began to flood. Hoping to hand back the speargun so my hands would be free to clear and reseal my mask, I surfaced, treading water. I had drifted too far from the boat for that to happen. My eyes were burning from the saltwater. I was exhausted and


puffing as if I were running a marathon. Panic had started to creep in. I descended once more to about 10 feet. I soon realized this wasn't going to work and I tried to surface once more. I was breathing so hard I blew the regulator out of my mouth three feet down. Thank God someone yelled, "Inflate your BC!" as I struggled on the surface.

This episode was a severe blow to my ego, as well as to my confidence. But, it wasn't over yet: Having spent all that money and time preparing for this dive, I wasn't to be daunted. I decided to try snorkeling to regain my confidence. It appeared to work.

By the time we arrived at the second dive spot of the day, I felt OK. This time I took care to see that the mask was not going to be a problem. We geared up and I told the man at the gate, "No thanks, I'll spit in it." Splash! Hurray! No leaking mask this time. I had taken the advice of the dive team leader and left the speargun behind. It was a good thing too. I met my buddy at 25 feet and we started down. I found that I was still a little shaken but I tried to shrug it off.

When we reached 80 feet we hit the thermocline. I started getting confused and panicky. I motioned to my buddy that I wanted to go up. He looked at me, a little puzzled. I was hyperventilating and gagging in my regulator. As I ascended to the warmer water my mind cleared immediately. I got my breathing back under control, so I thought. Checking my air supply though, had slipped my mind—I guess this was because I knew my buddy had to worry about bottom time (it was his second dive) and I didn't.

Just as he motioned it was time to go up, my tank went dry. I forced myself to remain calm, not knowing how my buddy would react to an out-of-air gesture. Luckily for me he responded quickly and handed me his octopus. A few seconds more and I would have blown it. With every bit of my being, I managed to keep panic out of my mind—but just barely. As we ascended, I kept tugging upward on my buddy's BC.

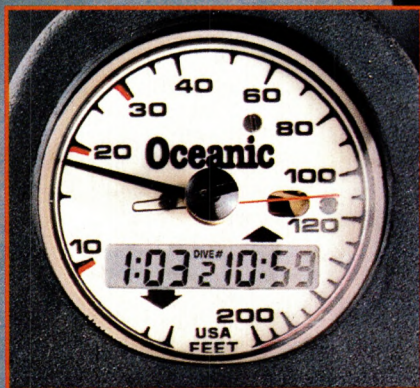
This was not a good day to have had to put into practice what I had just learned in scuba class. But as you might have guessed, I will never repeat that scenario again. It was a lesson well learned in the school of hard knocks! 

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